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[a38

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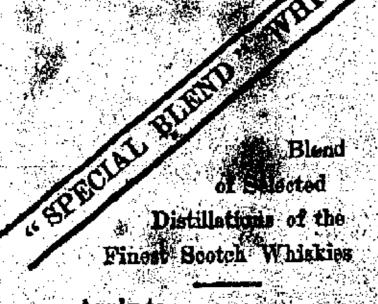
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980 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes, 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m to 8.00 p.m. ... Every 10 minutes. NIGHT CARS as on Week Days. SATURDAYS,

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Slemst, 1901.

[a1942] Hongkong, 20th March, 1901.

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THE HONGKONG DISPENSARY

Hongkong Office: 14, Des Vœux Road Cl LONDON OFFICE: 131, FLEET STREET, E.C.

Honorono, 5th August, 1901 RECENT advices from the North are not sue." satisfactory; and it may well be that the determined to devote to the Emperor who work of reconstruction may yet have to be | had pardoned him, but his Majesty, while | at Karachi. taken in hand by the Powers. Indeed, as still young and without a son, was taken affairs have turned out, it would almost away, and a son of Prince I HWAN [Prince seem that the complacency of the foreign Cu'un] was chosen Emperor in his stead, nations has been carried too far, and we but adopted as son to High Fenc, so leavshall have at this eleventh hour to under- ing Tunc Cut without an heir to continue hereafter be decided. Anyone wishing to take take the work which might have been better | the sacrifices to his manes. The story is accomplished at the beginning. Most people | beautiful in its simplicity and devotion. are of the opinion that the only hope for China consists in restoring to his rightful position the dispossessed Emperor, Kwang Hsu, and once for all doing away with the regency of the Empress Dowager, to whose initiative the present impasse is mainly due; but here the unfortunate fact that the Emperor is without an heir doubtless interferes, while every day shows the inadvisability of recognising the youth Pu Chun, who has been named by the Downger as his successor. If, as has been stated, Pu Chun has been spirited away by his ruffianly father, Prince Tuan, this inadvisability is still further accentuated. The youth, who was born in the year 1886, and is therefore fifteen years of age, has already developed traits of character which prove him to be unfitted in every way for the post. He is undnubtedly a bad boy, and to this natural unfitteduess for the high post he has been under the thumb of his father, whose evil deeds are the common talk of Peking. The situation is, however, one of unusual difficulty, and the more so that in a matter affecting so closely the affairs of the Empire we have to take account of Chinese methods of thought, and respect what indeed to us may seem mere prejudice, but which to the Chinese mind have a deeper import. Lately we have spoken of the causes which have saved the Chinese as a nation from those evils of contested succession which at all ages in Asia have been at the root of unnumbered troubles. According to the rules which prevail from Constantinople to the Teal, where a Pu should have been chosen,

manifestly the offerings to the manes must Prince Pu Chun selected by the Empress. partake of the nature of succession, and Tao Kwang's eldest son, Prince I WEI, is from the very nature of the case, the brother represented only by adoption; his fifth is In the family cult of the Imperial clan this fact is emphasised so as to be apparent on the surface, by giving each horizontal line a special title. In the ordinary Chinese family this is to a considerable extent concealed by the priority given to the surname; amongst the Manchus, where the family or clan name does not appear in the ordinary appellation of the individual, the first character of the individual name at once proclai is his position in the genealogical

Thus the Emperor The Kwang's name was Min Nino, and his sons, as well all others of the same generation, counting from the founder of the family, bore as their prenomen the characwas succeeded by his fourth son, I Сибо 流污. 24.00 besides eight other sons, all of whom bore the prenomen I, and any of whom was equally eligible. But besides his some, any grandson of the preceeding Emperor Kia K'ing also bore the prenomen I, and in default of an unobjectionable son, the others with the like prenomen I would be perfectly

> But I CHEO in his turn had but one son, who took the prenomen of the generation, and was called TSAL SHUN, and in due course while yet of tender years succeeded as the Emperor Tuna CHI. It became necessary then to establish a regency, and of the regency, the most energetic, the Emperor's own mother, the concubine Tzs'nı, from the first became the impelling force. When the Emperor came to man's 4th just. estate, and showed some symptoms of the independence of spirit that had actuated his ancestors, he was suddenly taken ill, and died; but the announcement of his death was delayed till someone convenient was found to put in his place. For personal reasons, only known to the Downger, the infant son of I HWAN 変讀 seventh son of TAO KWANG, but who was also a TSAI, TSAI TIEN, was selected, and placed on the throne with the Nienhao of Kwang Hsu.

How the intrusion of z TsAI, who was

unable de facto to perform the necessary sacrificial rites to the shade of the unhappy boy Emperor, was received by the official classes in China we learn from the touching story of the death of the Censor Wu K'OTU, whose last memorial, sealed by his voluntary death, appeared in the Peking Gazette of the time. Wu K'oru had twice before in the blue-book on the sanitary condition of the pursuit of what appeared to him the path colony. This article only deals with H.E. the of duty jeopardised his life by too freely Governor's correspondence, and a second article commenting on affairs of state. "The remaining years he had yet to run were wholly the gift of his Majesty [Tung-chi] a few years since; in that he did not die after committing three deadly sins, and had a life restored to him for which he did not The life so restored to him he Wu asked for and obtained permission to attend at his dishonoured master's funeral. and determined that on its completion he would offer his life in sacrifice, but before so doing he presented his dying address. "The birds sing mourafully before they die, and the words of a dying man should be words of wisdom." He told of the misfortunes, of his master of which this last was the crown. and begged the Regents to take into consideration his piteous accents; after which he sealed the petition with his life. Though no immediate result has ever come about from Wu's devotion, the incident ever afterwards cast a gloom over the life of the in the Kowloon Dock. In specifying boy Kwano Hsu, and has been doubtless his life sorrowful. It has by the Confucian faction been cited as a judgment that his issue to offer the sacrifices to his manes; and that as an intruder he will have for the ages to wander-a restless forgotten spirit -through the realms of Hades-a fact that

has doubtless tended to sour his mind. That from an European standpoint the best and ablest successor to the Throne, in the event of the death without issue of Kwang Hsu, would be our recent visitor, the Emperor's brother TSAI LI, by succession Prince Chun, there is no doubt; but from a Chinese point of view the succession of brother would be an actual impiety, in this case aggravated by the fact that his brother's accession as a borders of China, the theory is that the had been against the conscience of the more crown should go to the fittest; and in all rigid Confucianists. There are, however, ages the brother has been preferred to the numerous descendants in the direct line of son, especially when it has happened that the Emperor Tao Kwang, any of whom the latter is of tender years. To the Chinese, might have a title, in the proper generation whose uncestral worship forms the ground. to the Throne, but so serious has been the years savings, is grave evidence of the diseatiswork of family existence, the succession of degeneration of the stock during the present laction existing in the Police Force.

a brother, or even of a member of the same | century that it is understood that there generation, seems little short of sacrilege; as | was little room for choice in the case of or the full cousin of any degree is excluded. represented in the person of the present rebel, the infamous Prince Tuan; his sixth is represented by the present Prince Kung, but neither he nor his brother is spoken of in favourable terms. Going back to an carlier generation, there is of course Prince K'ine, but as he belongs to the I generation, neither he nor his son could legally succeed. Altogether the succession to the disgraced throne of K'ANGHI is a subject beset with difficulties; and while we must acknowledge that its present occupant, though not so strong-minded as is advisable to restore the former prestige of the House, and unfortunately of rather fragile constitution, is yet a clever and well meaning young man, it is the best interests of China that the title of Crown Prince should be bestowed on some prince with a cleaner record than the bad-dispositioned son of the infamous

> The Gozette contains the official recognition of Herr O. Gumprecht as Imperial German Consul at Hongkony.

TSAI I, the present TUAN SIN WANG.

There were two fresh cases of plague (Chinese) in the twenty-four hours ending noon on Saturday last, and two deaths.

We have received further correspondence on "The Parsee Acknowledgment," which we regret, in accordance with our announced decision, we cannot insert.

The British transports Umta and Mirani arrived in the harbour from Calcutta on the 3rd and 4th inst. respectively. The hospitalship Carthage arrived from Shanghai on the

On enquiry at the Naval Yard on Saturday afternoon we were informed that there was nothing to communicate with reference to the sudden departure for Amoy of the Eclipse, Daphne, and Pigmy.

A rough sea and a squally wind were experienced in the harbour yesterday. During the forencon a sampan was swamped, fortunately without loss of life, the occupants being rescued by a private launch.

The members of the Band of the Volunteer Corps are said to be lax in their attendance for weekly practice, and as it is desired that the Band should become efficient for playing out when the drill season commences, they are requested to attend more regularly in future.

In another column appears an article by "Scrutator" dealing with the recently issued commenting on the Official Memoranda will follow in a day or two.

We are informed that with reference to Government Notification No. 402 of the 25th instant, it is notified that telegraphic information has been received from the Government of India that between the 19th and 22nd instant three cases of plague and one death have occurred

We have been requested by Mr. T. Elvins, Secretary, Civilian Club, to publish a challenge to the colony for a draughts tournament, six a side, to be held at such time and place as may up the challenge may communicate with Mr Elvins, when preliminaries can be arranged.

The city on Saturday from morning till night was enveloped in dust storms, and apparently little or nothing was done to lay the dust. Pedestrians had to face the clouds of dust and get through them with smarting eyes; only one water-cart was heard of as being in action. The nuisance was a typical example of our exquisite administration. Fortunately rain fell y erday.

Water Police Constable G. S. Foden, No. 131 being tired of the worries and petty annoyances off the present day attending the life of a guardian of the peace, has purchased his discharge for \$480, and will leave the force about the 24th inst., to take up an appointment the reasons for having been willing to pay one of the things which have tended to make so large a sum for his release from the Police Force, he said, "Well, I am tired, in the first place, of the putty annoyances the Captain childlessness has left him no immediate Superintendent subjects or permits us to be subjected to. Moreover, I do not care to work and found, as we anticipated, that the rumour of under the present Inspector of the Water Police. I have even more service than him. I possess better qualifications than he does, and do not intend to submit longer to his rule. at Fushan, where he arrived from Shanghai in Service in the Police Force nowadays is a series | H.M.S. Alacrity, and was on her way to Hongof snubs and annoyances, instigated and carried kong when she met the Eclipse, who informed out by a few 'non-com's 'in favour. The her that a man-of-war was wanted at Amoy. authorities did not seem to like the idea of my | The Glory promptly turned about and followed leaving, as they first asked me to pay \$600 and | the Eclipse into Amoy, where everything was give three months' notice. I paid the money, found quiet. and received back \$120. I practically had to pay \$480 for my discharge, which several men, man of-war, presumably the Amiral Charnier, with the same amount of service, received for on account of whose appearance at Amoy, it is \$200 and without notice. I shall appeal to the said, a telegram came to Hongkong asking for Governor after I am out of the force. I got a man-of-war, and instead of one, three were a situation with the Kowlcon Dock Co., at dispatched. It is thought the French ship twice the pay I am getting now and free put in at Amoy in connection with the quarters. I expect to leave the force about the much discussed French cable. The mysterious That a man in P. C. Roden's position of life and nothing more. However, it is gratifying been a large sum, and have represented some if a lary is in prospect.

The Bishop of North China is appealing for B school-church at Weihaiwei, to cost £250 and to seat 100 to 120 people. The S.P.C.K. Committee have voted 225.

The remains of the former Gorman Minister at China, Baron von Ketteler, who was murdered at Paking during the late troubles, will be buried at the central cemetery at Muenster, in Westphalis, the home of the victim.

Police Inspector P. McNab has been promoted from a third-class to a second-class inspectorship. The appointment, which dates from the 1st inst., gives satisfaction to Inspector McNab's many friends in the Police Force.

Ar the result of the measures taken by the mil my authorities to reduce the excessive sickness amongst the troops of the garrison there are now no cases of fever in hospital, the last man being discharged on the 2nd inst. The fact must afford gratification to all.

The following telegram reporting the discovery of a rock directly in the track of shipping between the Yangtsze and Simoneseki has been received by the Naval Authorities, and is published in the Gazette:-" From Waterwitch, Shanghai, 1st August, 1901. Rock found eighteen feet latitude, 32.07 north; longitude, 125.11 east."

Messrs. Erich Georg & Co. say in their weekly share list, dated Hongkong, 3rd 80 men have since died. 56 are reported August:-The July settlements passed off very smoothly, but business, on the whole, has been rather quiet, and confined to but few stocks. The market closes fairly steady, with a tendency to buy forward. The rates of Exchange on Shanghai close at Tls. 731 for a T/T, and Tls. 73% for three days' sight private bills .

The colony has been fortunate in being free from typhoons since the disastrous one on the morning of 10th November last year. The equally weather during Saturday, and yesterday however, pointed strongly, if not to a typhoon, at least to something not far removed from one. Lightning was frequent, and during Saturday night the wind increased almost to a gale, but died away considerably towards six o'clock yesterday morning, when rain fell in torrents. The effect in the cooling of the atmosphere is very welcome.

At the Supreme Court on Saturday, before his Honour A. G. Wise (Acting Chief Justice), notice of motion was heard from Yau Pang Shin and others, appellants, against the Attorney-General, respondent, for leave to appeal from a decision on 23rd July last of the Land Court upsetting a claim of appellants to certain lands at Tai-Shek koo, Shin Kang, in the New Territory. Mr. J. J. Francis, K.C. (instructed by Mr. O. D. Thomson, solicitor), appeared for the appellants, who claim that the decision is a mistake in point of law. This is the first appeal from the Land Court. His Lordship adjourned the hearing sine die, with leave to amend the notice of motion if thought necessary by the appellants.

We are requested to state that by kind permission of Lieut.-Colonel Teversham, D.S.O., and the Officers, the Band of the 3rd Madras Light Infantry will play this evening from 6 to 8 p.m. at Kowloon on the sea front at the bottom of Robinson Road. If possible this band will play every Monday evening. The public, especially the residents of Kowloon, ought to be thankful to the Officers for supply. ing this long-felt want, and if they could see their way to allow their band to play on this side of the harbour on every alternate Monday during summer it would be a boon to the residents here. It is the peculiarity of a crown colony not to undertake or provide any public amusements which make living in our neighbouring foreign colonies bearable. What a vast amount we have to learn from the Dutch and the French in the pleasures of colonial life Even at Macso there is a public band, and, of course, at Shanghai the daily performances of the town band afternoon and evening is one of the chief enjoyments in the "Model Settlement." Can anyone picture any day more miserable than a Sunday in Hongkong? It is to be hoped that one of the first duties of remodelled Sanitary Board that is to be, will be the provision of a town band.

THE SUDDEN DEPARTURE OF WARSHIPS.

ARRIVAL OF H.M.S. "GLORY." H.M. flagship Glory, with Admiral Sir Cyprian Bridge on board, dropped anchor in the harbour at helf-past three o'clock yesterday.

A representative of this paper boarded her, the Glory having been on the rocks was without

The Glory took up Admiral Sir Cyprian Bridge

On her way to Amoy, the Glory meet's French 24th inst. This is a serious matter which and sudden departure of the Eclipse, Daphne, requires a thorough and impartial investigation. and Pigning is said to be due to a false alarm should be willing to pay, what to him must have to see how promptly our Bendoge are ready

The Glory upon leaving Amoy had a very rough peesega the weather being about nable.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FROM OUR CORRESPONDENTS.

AFFAIRS IN CHINA.

Amor, 3rd August, 11 a.m.

THE BRITISH SHIPS AT AMOY. H.M.S. Glory, with Admiral Sir Cyprian Bridge on board, has left for Hongkong. All is quiet here.

LONDON, 3rd August, 12.30 a.m.

THE RUSSIAN CASUALTIES IN CHINA-A HEAVY LIST.

An official return of the Russian losses in China up to April, states that 20 officers the enormity of their wickedness, and half-tone and 400 men were killed; 77 officers and 1,449 men were wounded and 9 officers and

THE TROOPS IN CHINA. The Russian forces in China number

15,000 reserves and 12,000 Siberian guards.

SOUTH AFRICA.

LONDON, 3rd August, 12.30 a.m.

REPLY TO KRITZINGER'S THREAT MR. CHAMBERLAIN AND ASSASSINS.

The Press universally condemns threat of Commandant Kritzinger to shoot so desire all natives found in the British service, armed and unarmed.

Mr. Chamberlain has instructed Lord Kitcherer to inflict a death penalty on any person captured and found guilty of killing British wounded, or of murdering natives or authorising the same.

REUTER'S SERVICE.

LONDON, 1st August

THE AMERICAN STEEL STRIKE. The strike of American Steel workers is still unsettled.

BOERS ENTER PORTUGUESE TERRITORY.

A Boer commando has entered Portuguese territory, it is believed in search of supplies.

LONDON, 1st August.

THE WAR EXPENDITURE.

Sir Michael Hicks-Beach states that it believed the sums already voted for the war South Africa will suffice until January next, and possibly to the end of the present financial year (31st March, 1902).

THE THIBETAN MISSION TO RUSSIA The Thibetan mission has left Moscow. homeward bound

London, 2nd August. DEATH OF MR. BRODRICK'S WIFE The sudden death of the wife of the Right

Honourable Wm. St. John Brodrick, Secretary of State for War, is announced. KRITZINGER THREATENS TO KILL ALL NATIVES IN BRITISH EMPLOY.

Lord Kitchener reports that Commandant Kritzinger has notified General French that he intends to kill all natives in British employ. three spologists whether smed or unarmed. PARLIAMENT.

FURTHER NAVAL AND MILITARY EXPENDITURE AUTHORISED

the expenditure of six millions sterling for and but tollowed this example it would have naval works, and six millions storing for been botter still and they kept before them she military works, including a breakwater at incommable virtues of appurate in statement. Malta, and increased coaling facilities for the and of sympathy will a good cause for they floot. The military works will consist largely | were well aware that the Petitionare had but of the erection and reconstruction of barracks.

LONDON, 2nd August.

THE CHINESE TARIFF. Lord Cranborne states Lat proposals liave been made to include in the Chinese five per language and direct consume. Seeing the cent. ad ralorem tariff articles now free from duty, except rice and cereals. REPLY TO COMMANDANT KRIT-

ZINGER'S THREATS.

The British Government has cabled Lord Kitchener, instructing him to inform Com. mandant Kritzinger that any one found tersits of cynity and truth this would in less carrying out the threats recently made concern; sail though it may be minitted that many Leaders ing natives in British employ, will be courte are contained therein, and -a good many facts

martialled and exconted AERIYAL OF GERMAN CHINA SQUADEON AT CADIZA

The Gorman China Equadron has ment at Cadiz. The home-going worships went. by Prince Henry of Prusis in the successful

INSANITABY: CONDI-MHD TION OF HONGKONG.

THE OFFICIAL EXPLANATIONS The pleasure of resding the Official The plant tion concerning the (in) sanitary condition colony has unfortunately so far hear its to a few. The correspondence between the Chamber of Commerce and the Government, the Petition of the Residents to the Right Hon the Principal Secretary of State for the Colonies, and the reply to that Petition prepared by local officials, dealing with the sanitation of the colony have been collected and published in the form of a blue-book. This book is made up of sixty-four foolscap folio pages - mostly of small type and is thus a formidable rolume, considering the subject matter, for the average reader to tackle allad the book been printed on octavo pages and in large and more convenient type, it would have been roughly equal in bulk to a colonial novel; in fact some of the Official statements are really entertaining fiction, but the subject would naturally pall after the few opening chapters. Published in such a form, with the insertion of a few vivid allegorical illustrations depicting the wicked Unofficials triumphant in photographs of unreasonable newspaper editors -the alleged real and sole opponents to and frustrators of the progress of Sanitation in Hongkong the book would have been of intrinsic value and provided a permanent royalty for its authors, Itayalue would have been even further increased by the inclusion of facrimus autographs of those three worthy, though despondent, Officials, who in the face of continuous Un-Official opposition, and retarded by an apathetic community have so nobly brought the Banitary system of Hongkong to that sublime state of perfection they represent the be in to-day. This would have completed a volume which would, like the speeches of one of them, have justified its claim to "go down to posterity." What an opportunity lost to an enterprising

It is consoling the ever to learn that the blue-book, which was apparently rushed through in order to be sent home with the Petition, will be reprinted in an improved your, and thus all those with the present enough public spirit to Footnmend its to deevout Eabbath

The book is a premont able production, apart from Sections Gelects, and the joint-authors are be nearly congruinted on having produced any of the worthy etc their united efforts a statutes. Few of its readers will be ungenessed enough to suppose that the authors individuals and personally believed all the statements they have made themselves responsible for a man of Official capacity, because many of the same and acrows proverioutions, and literary twintings, which may be considered pordonatio only in the Dacial character Likewise, in a private conscity, the fairness of the suthers would at once be questioned; for the extent of their resource in explanation is only excelled by their great THE SITUATION IN THE BALKANS. ingentity in evasion. Their casulstry in The Times reviewing the situation in the charming, and the telescope and blindeye are very Balkans, says that unusual anxiety is displayed much in evidence. Many will rightly consider this blue-book to be one of the ablest productions the Hongkong Government has yet sponsored, for reading the Official Memorarda slone, without consulting the Petation, and without the mistortone of a personal experience of Hougkong, one could not fail to be convinced by it. Unfortunately, however, taking it as a purely literary effort, it has one cardinal weakness, namely, a want of sequence.

In the first part of the book, H.E. the Governor admits the necessity of sanitary reform ; he wires and or writes for an expert to come from henre. He mentions the "causes of theanitary conditions. He does not openly stute that the colony is in an insanitary state. In this connection how could he? But the letters and setions are admissions of entire want o confidence in the statements of his subordinate tero of experts, who proclaim the trininphant progress of sanitation in Hongkong "during the last twenty years," and who representunconvincingly to the sufferer at is tens, tool everything Charletty hat new Whene been done to place it in a concern senitary condition. The community will atthes fatingly spice with His Briedlency nonever much they The second secon resource fulness and supreme and so by of To but been stuggeded for this dethe time for resemble the result of

TOTE THE POST OF THE PROPERTY Critician in Portegies are Would set The House of Commons has authorized well it the officers respensible for the Memor One obtact with brimbach that the Political was destined with an our nest. and studied despre to wolf offence and berepaalities. Hed the one of the Petitioners wen presented se vigorously as the subject deserved, Loro was much tross for second Pelisoners have not bed the epportunity of forwarding a raply to and with the Official Statements it is only proper that the Monte ands should be their with however mediciont The otherwise in Intare Tears to only the curred as a complation of facts. In the terthere bear securally contredic The first thing that presents that for the

BURLON E & LEGE OF THE CAS CONCERNO. deserve our 1921. The moderation of His Post Contract and the Company Server Contract Co outlerake what may by esecuted to eracusto

In per. 3, H.E. points out that he has " observed some mysterious connection between rinderpest and plague." H.E is probably move that this was threshed out in 1896 when Staff-Surgeon Wilm identified the bacillus of plague and rinterpest as the same, a statement which unfortunately was completely disproved by Koch during his researches South Africa.

In sub-section (f), H.E. describes the Tung Wa Hospital as "an excellent charitable institution supported entirely by the Chinese. This hospital is in receipt of a large Government grant, in par. 5, when the health of the only trained sanitary inspector broke down, H.E. "recommended the appointment of an assistant medical officer of health." For two years the Sanitary Board have been urging the appointment of an assistant to Dr. Clark.

In par. 6, it is stated that the public Press published letters and articles "that increased the alarm," Apparently this is a reference to the articles and correspondence which appeared in the newspapers, pointing out the existence of grave scandals, the apathy of the Government and its inchility to adequately cope with the disastrous situation. When within a few weeks-to quote H.E - "twenty-five Europeans had been attacked and nine had died," surely "the slarm "needed no incentive from the newspapers? The articles in the Press were endorsed by every douter and civil engineer in the colony, and the Government naturally did not appreciate the publication of the true state of affairs. The Government was not slow to avail itself of several good suggestions made by that same newspaper correspondence, though as feedle and sporadic efforts had but little the gradual dispensance of the epidemic The Military & Amhorities 1114 likewise, but unlike the Government, have not hesitated to acknowledge such indebtedness.

In par. 7, H.E. refers to his possible theory. that the plague spidemic if tige to atmospheric conditions which is somewhat analogous to the idea that inslaris is due to reliets. There are but few laymen who dare venture to discuss the clinical aspects of plague, and H.E.'s courage in doing so is worth at admiration if unsafe for general smulation. Personally the writer favours H.E.'s " atmospheric theory"that is in Hongkong for if H.E. in his rambles will get withit even a thirty yards' radius of one of the shafts of our local drains the system of which we are told is so perfect he will be at once convinced that not only plague but many other deadly diseases are traceable to

Hongkong's "atmospheric condition." H.E. surely cannot be serious in writing "1 have no reason to believe that the sanitary staff are not doing their duty faithfully?" If so, then he is an unconscious humourist. The sanitary staff is so absolutely insufficient—and inefficient—that as the Petitioners pointed out "a Sanitary Inspector takes two months to visit thoroughly his health district, a duty which should be done daily, and there is but one Inspector for the whole of the markets in the colony." ILE goes on, "and if they are, then with the large powers given to the M.O.H. there should not be in Hongkong a house unfit for habitation, nor should any house be permitted to continue in an insanitary state. With due deference and respect to H.E., this may be described as absolute nonsense. H.E. should know-and as Mr. May ouce pointed out, it is the duty of a Governor to know-that houses reoccupied under the nose of the police. pipes not intended to receive it. The report buried other memories. Requiescat in pace! on Hunghom, page 17, is eloquent comment on TEE. 8 statement.

connection with H.E. baying ordered wheeled ambulances, replacing the cots slung on of an X-ray society recently held at a fashionpoles, it must be remembered that the Sanitary Board asked for launches and ambalances, but could not get them 'on account of expense, strong memorandum sent in by Dr. Bell.

In par. 9, H.E. diplomatically remarks that Medical Service to relieve Dr. Thomson from his deties as medical officer of the good, so that his mittre time should be devoted to plague work" Those who read "Secutator's " third article will recollect the criminal negligence which was pointed out in connection with the Plague Hospital and though it may be quite true FIEL applied for Lieut Stewart, LMS, yet H.E. omits to state that Lieut. Stewart never ted as goal surgeon but was acting assistant the Civil Hospital, from the barly part of the year. D. Lamort, a French physician, was gazetted for duly at the gaol, two days effer the article describing the scandal appeared, and is still so soung. This error is made in two places in the book, and suggests a timidity in giving further publicity to the engagement of

a Fremen doctor.

In par. 11, H.E. reform to that very excellent innovation, the introduction of public bath-houses for Chinese. H. E. has deservedly received much credit for having sanctioned what the Government had hitherto persistently neglected, though recommended by Mr Chadwick. As far back as 1892, the Sanitary Board proposed the erection of ten bath-housess proposal ignored by the Government. A few public baths for poor Europeans would also be

In par. 12 reference is made to efforts to combat the disease, which unfortunately seemed to be unavailing. In this connection should not be forgotten that the Legislative Council prevented the cleansing the villages, and the Government did not move in the matter. Last February the Sanitary Board could obtain no sanction or assistance to carry out prophylactic measures.

Par. 13 hardly harmonises with the second part of par, 7, but it is consoling to know that the possibilities of future cost are not likely to exceed the past waste. H.E. is hardly correct in stating that Mr. Chadwick's reports are being widely read and considered, because there are only known to be two copies of the Report. in the colony, one of which was placed at Scrutator's" disposal by one of the pestilent local agitators, and was used in compiling the Petition. I doubt if the Government actually possess a copy. It is a pity this was overlooked by the compilers of the Memoranda, as it might indeed have formed an excuse for the Expert's reforms never having been carried out! There is nothing more in H.E.'s report that calls for special comment. The local medicos, as might be expected, are sceptical of H.E.'s theories concerning plague, and regard even with levity H.E.'s references and conclusions. Professional men were ever thus opposed to the investigations of the layman, but the pursuance of such studies, even if th ultimate conclusions be denied acceptance, is worthy of much praise, and such devotion exhibits an earnest desire to do something for the benefit of an afflicted community. Unfortunately this is the age of specialists, and it may be argued that H.E.'s energies might be more profitably devoted to less technical subjacts, and the investigation of plague left in the hands of those trained to deal with it. The expected arrival of the new bacteriologist should, however, set at rest any anxiety on this point.

In H.E.'s covering letter of 18th July, 1901, addressed to Mr. Chamberlain, there is only one paragraph that need be referred to, as the other statements are taken from the Official Memoranda, to which I intend to refer in a

second article. In par. 2, H.E. "fears the signatories to the Petition were not acquainted with the facts." It may be fairly pointed out that to their regret the majority of the Petitioners had caperiènced the facts contained in the Petition; and, furthermore, that in the Official explanation of the one" terrible difficulty" among others that the colony is placed in, none of the facts quoted in the Petition, mainly from Official documents and utterances, were disproved by the Official trio whose duty it was to explain, admit or refute them-or better still to have left them alone.

are those of aliens. The few Chinese whose \$15, and the rest 33 or eight days. signatures were obtained are, I am informed, men of small consideration among the Chinese community." Considering that the aliens pay rates and taxes, like the Chinese of much consideration who did not sign, they are surely entitled to the privilege of asking for adequate sanitary surroundings, nor are their lives of less value than those of other ratepayers. Such a theory is contrary to all British ideas of just government. As for the Chinese, H.E. was no doubt well sware that among the few who expressed a desire to sign, there were no less than four Chinese medical men, graduates in Western science; a Chinese lawyer and several newspaper editors. The others signatories were mostly leading store-keepers-men who usually know what they are doing, and are not exactly suckling | hard labour for boarding the Yuensung without babes. The Government, in faut, were well aware that Chinese signatures were not solicited, as they were unnecessary for the unfit for human habitation have been repeatedly purpose the Petitioners had in view, and none closed by the Sanitary Board and illegally must regret the lack of Chinese signatures more than the Government. What an oppor-There are numbers of houses absolutely in tunity it would have given the Trio for dissanitary which the law cannot touch; and the coursing on "Chinese opposition to Sanitary Government knows well that half the Chinese | Progress!" Lacking this they fell back on buildings in the colony are insanitary owing to the unscrupulous landlords! It has been the habits of the Chinese, the majority of whom alleged, and not without reason, that the Godo not hesitate to use down rain-pipes, even vernment were indirectly concerned in the closely adjoining their kitcheus, as urinals attempted opposition Petition from the Chinese and with jam filth and rubbish into But this collapsed, and with it may also be

An amusing incident occurred at a meeting able hotel in New York. The rays were suddenly turned on a lady member, and revealed a anoon concealed in her corsage. It was just efter the society's dinner, the woman having and embulances were finally given on the taken the spoon as a souvenir. The discovery took the offender completely by surprise, an caused considerable merriment. The confused culprit blushed and stammered at this startling he settined from Major-General Gracoigne revelation of her guilt, and confessed that she the services of Dr. Stewart of the Indian had merely taken the spoon as a memonto of a very pleasant evening. Some other lady members excused themselves in various way from being experimented on. Hotel proprietors are now thinking of employing the X-ray apparatus as a saleguard for their silverware.

SCRUTATOR.

LATEST STEAMER MOVEMENTS The Indo-China steamer Kumsang, from Calcutta and the Straits, left Singapore for this

port on the 2nd inst, at 4 p.m. The N.Y.K. steemer Kamakura Maru (American Line) left Kobe via Shanghai for this port on the 2nd inst., and is expected to arrive here on the 10th inst.

The Patentees Machiven & Cameron, Limited DESERVE A NATIONAL MEMORIAL for their excellent inventions "Dover Obronicle THE WAVERLEY PEN. THE PICKWICE PEN. THE HINDOS PER THE OWL PER. Waverley Works, Edinburgh.

THE THEATRE

The Australian Vandeville and Specialty Company gave another very successful performance on Saturday night, before a large audience, the bottom portion of the house being filled to overflowing. The programme was an entire change of that which had been given at the previous performances, and the entertainment went off with a capital swing. The opening chorus of selections from Goisha" was remarkably well rendered and was loudly applauded. "The Carnival" Miss Jessie Forde rendered very artistically, and, with the excellent artistic singing of Miss Bentrice Warde, kept the performance from deteriorating entirely to the level of comic songs. In her song "One heart divine" Miss Wards was heard to much advantage, and was recalled. The other portions of the first part of the programme were made up mostly of comic and coon songs with which the company gave much pleasure to the audience. Mr. W. F. Callen sang several baritone songs, and was recalled; we have half a dozen amateurs who would give the "eminent baritone" points in singing. Mr. Sam Rowley has a wonderfu voice, which was thrown away on the nonsense he sang, though he was very funny and was encored. The Sisters Linwood gave a thom. Already a private letter of his has found very pleasing dance, and were followed by Miss B. Warde in her careful rendering of "If all the stars were wine." One of the best numbers of the programme was the clever operatic the surface of this planet into nine commands. sketch by Miss Annie Moore and Miss Jessie Forde of "Oh my daughter" from The Gaiety Girl. Miss Moore's representation of the parson was remarkably good, and Miss Forde made a protty daughter. These two young artistes have grown much since they were before an Eastern audience with Pollard's Lilli putions, but they have lost none of their former skill. Miss Forde's voice, if well trained, gives promise of a successful future in operatic work, whilst Miss Moore should, with her marked ability, take a prominent place in Australian dramatic circles. The company will repeat their performance nightly, and it deserves to be well patronised by those partial to a variety performance.

> POLICE COURT. Saturday, 3rd August.

BEFORE MR. HAZELAND.

DISHONEST RICKSHA COOLIE. Capt. Mirles told his ricksha coolie to wait for him while he went into the Hongkong Hotel, at the same time leaving a parcel, containing one pair of convas shoes, two belts and a shirt, total value \$7, in the ricksha. When he returned from the hotel, coolie, ricksha and parcel had disappeared. Accused pleaded guilty, and was sentenced to three weeks hard labour.

MORE GAMBLERS. P. S. Gordon, No. 38, had a squad of twelve

men, caught gambling at Honghona, before His First and second defendants were fined \$10 for

stating "I observe that some of the signatures ship. The first and second accused were fined

DRWNK AND DISORDERLY. Private Thos. Davis, R.W.F., for being drunk and behaving in a disorderly manner in Kowloon was fined \$3 or seven days.

BURGLARY AND THEFT. Lui Shing, for burglariously entering a house at Shek Pitt Chung and stealing therefrom a quantity of clothing, received six weeks' hard

Theft of 150 lbs. of coal brought Chan Cheung a fine of \$10 or three weeks. Theft of a tin box, leather trunk, four pieces of clothing, a gold mounted rattan-bangle, an opium pipe, three money receipts and ten pawntickets (total value, \$18), cost Chan Kaun and Wong Kin two months' hard labour.

UNLAWFULLY BOARDING A STEAMER. A Chinese was fined \$10 or fourteen days permission from the master of the ship.

| OCEAN DERBY-RACE BETWEEN CRUISERS.

From home papers by the English mail we learn that on the 6th ult. a great ruce designed to test the value of water-tubes as opposed to cylindrical boilers entered upon its first phase, when the second-class cruisers Hyacinth and Minerva left Plymouth on their rush to

Fow naval events for years have aroused so much interest as this, but the outward journey to the Rock pro ises to be less exciting than the homeward one, which will end at Portsmouth. Both cruisers have had their bunkers filled with specially hand-picked coal, great care being. taken to ensure that fuel of equal quality was given to each. They are to burn this all out while travelling at a speed of sixteen knots, and then put into Gibraltar, where their bunkers will be replenished on the same plan.

Then will begin the contest in earnest, for the two cruisers are to race at top speed for Portsmouth. The officers of each ship are entering with

great zest into this Naval Derby, but the Hyacinth is a decided favourite. Both ships are supposed to be of equal speed, but in 1898, during some trials off Gibraltar, the Minerva defeated the Highflyer, a mister ship to the Hyacinth.

In the competition trials, which ended a week ago, however, the Hyacinth on the whole showed a better speed result than did the Minerva, and it is understood that the Hyacinth's officers are so sure of winning the race from Gibraltar that also. The auxiliaries, stores, &c., of which Mr. they have offered to bet the Minerva's officers a dinner that they lose.

The members of the Boiler Committee are t divide into two parties, some going in one ship and some in the other to watch the progress of

that solemn occasion?" answered the minister. with newly-commissioned ships, or sbips that Certainly, said Sandy; "I've laid in twelve | are even new to a squadron. But this objection does not apply to the junction of two bottles o' whusky and a new cheese."

THE NAVY LEAGUE AND THE MEDITERRANEAN.

The message from the Mediterranean flee to the British public is very ably delivered in the columns of the National Review by Mr. Arnold White, M.P. Thrice during the past year, Mr. White tells us, he has visited our chief fighting fleets, and in the course of these journeyings, he writes, "I have discovered that the fleet has formulated a message to the people of England." How far Mr. Arnold White is the accredited messenger of the admirals and captains of the British equadrons is not revealed but he assures us that the naval officers with whom he has been brought into contact are absolutely unanimous in considering our naval position, and especially that of our Mediterraneau ficet, dangerous. Mr. Arnold White opens his excellent-paper with an enlogy of the personnel of the Royal Navy. The officers are rigidly loval to their chiefs, and do not, he says, criticise them. They have no influence with the Press, or at Court, nor any in Society. They are younger sons, members of hereditary naval families, or poor men to whom "duty, discipline, and silence are second nature. This enlogy is well deserved, and Mr. White's object in making it is to impress upon the public the fact that naval officers, even those in high command, will not speak or write of the perils and shortcomings which form the basis of his article. The one exception, perhaps, is Lord C. Beresford, upon whom this gift of silence has not been conferred. His Lordship has many fine qualities, but self-suppression is not among its way into print, and this letter amply confirms Mr. Arnold White's warnings. Years back, says Mr. White, when the British held command of the sen, the Admiralty-divided Our relatively weaker fleet is still disposed into nine squadrons, although it is no longer possible for this country to maintain overwhelming equadrons in every sea. In Australian waters we have no ship equal to the Russian armoured cruiser Gromoboi, with her 8-inch quick-firers; our China squadron is greatly outnumbered by the combined squadrons of France and Russia; and, according to Mr. White, we are equally outclassed in North American waters, in the East Indies, in the Pacific, and specially, be it noted, in the Mediterranean. This diffusion of our squadrons into nine commands is certainly

bad strategy, unless the supremacy of each is assured. What was possible after Trafalgar is clearly impossible to-day, owing to the rapid rise of several maritime rivals. The unchallenged command of the seas can no longer be ours when we are content to maintain ten battleships in the Mediterranean. Such, at least, is the view of Mr. White, which gains in weight by his assurance that this is also the view of responsible officers afloat. The Admiralty, he continues, must not be blamed for failure to retain command of the sea in all parts of the world. "Pretentions of that kind were finally disposed of during Lord Goschen's second term of office. When as First Lord he came down to the House of Commons for three consecutive years and asked for certain moneys for the fleet, he said that his successive proposals were the least compatible with safety.'" Money to the amount of 41 millions remains unexpended, from which it may be deduced

that the country is unsafe. Mr. White makes the most of this argument. As a member of the Navy League, he could not fail to do so Mr. White bases his case very largely upon the alleged weakness of the Mediterranean squadron, and the relative superiority of the French and Russian forces in that sea. His personal though interesting, would not view. demand special attention, since any man can count battleships an many can contrive keeping a common gaming-house, and the rest to take a British squadron. The force 32 or seven days for frequenting a common of his indictment lies in the assurance that every officer in the Mediterranean and Channel Inspector McDonal of Honghona station also squadrons, from Vice-Admiral Sir J. Fisher H.E. is needlessly going out of his way in had a batch of nine gamblers before His Wor- downwards, is uneasy about the situation in the narrow seas. We have already devoted two articles to an examination of the relative strength in battleships of England, France, and Russia. According to Mr. Arnold White, Admiral Fisher's ten ships are confronted in the Mediterranean by fourteen of France and ten of Russia; but he does not name these foreign battleships, and we have already shown that the maximum force which France and Russia could possibly assemble in the Mediterranean, including the French Northern sousdron, would amount to twenty battleships and about ten craisers. It is therefore evident that. Mr. Arnold White exceeds his brief, overstates his message in asserting that Admiral Fisher's

fleet is thus far outnumbered. In combination with our Channel squadron of eight buttleships the Admiral would possess a naval force equal to that of the allies, though numerically smaller by two or three ships. It is the habit of Navv Leaguers to exaggerate, and here, at any rate. Mr. White has overstated the case. He has no ground for his assumption that the forces of the allies will be able to form their junction before we can despatch our powerful Channel squadron to Malta. Like Col. Verner, he is obliged to rely upon this assumption, and also upon the assumption that war will be treacherously declared without warning. Thus: "The occasion for the great coup against the British position in the Mediterranean will be when the Brest and Toulon fleets have united in time of peace, and when the French admiral finds himself in a position of commanding strength, perhaps with his whole force sandwiched between the weak British fleet and its base at Malta." Malta, he reminds us, has changed hands thirteen times. It is the symbol of sea power, but could not be held for six months after a naval defeat. On the other hand, the 76,000 French troops in Algeria will never be able to land at Malta until our fleet is beaton, and perhaps not then.

The French views quoted by Mr. White are not specially noteworthy. We do not care for the opinions of M. Germaine Banst on our food supply, and a second quotation is anonymous. The proposed alliance with Spain might secure to us Port Mahon and secure the Gibraltar works from land attack, but it presents corresponding disadvantages. In the fourth section of his paper Mr. White states in detail the defects of the British fleet the Mediterranean. It lacks auxiliaries, cruisers, hospital-ships, telegraph-ships, and colliers, as well as telescopic sights, smokeless powder for the larger guns, armour-piercing shell, breechloading field guns, and wireless telegraphy. At Malta there is no breakwater, but there is, we believe, a system of boom defence to which the critic makes no allusion. Egypt is undefended, but we are content to burden the Mediterranean fleet with that task White writes, might have been obtained by Lord Goschen out of the millions he failed to expend on shipbuilding. The fact that they

were not obtained, despite the appeals of flag. officers abroad, betrays bad administration. We need not deal here with Mr. White's comments upon Navy rations, since this grievance is not On the subject of haptism, a Scotch minister | quite germaine to the strength of our Mediterrelates the following anecdote. To a parishioner | mnean squadron. On the question of reinwho called on him, he said: "Well, Sandy, what forcing the Modiferranean fleet on the eve can I do for you?" "I've a bairn to baptise," of war, Mr. White does well to lay stress upon man. answered Sandy. "But are you prepared for the great disadvantage of hampering an admiral-

efficient squadrons, such as our Mediterraneau and Channel fleets. The disadvantage, we may point out would lie rather with the combined fleets of the Dual Alliance fleets quite unacoustomed to manceuvre in company, having little or nothing in common, and different signal books. It is needless to dwell here upon Mr. White's sketch of a famine-stricken Eng. land, howling for peace after the destruction of her fleets. The food danger must always be

kept before the ind ferent public, and perhaps the cry of "Wolf" as been raised almost too often to produce the desired effect. In common with the Navy League, Mr. White deprecates the expenditure of \$6,000,000 upon "six army corps that cannot leave England unless the Navy is supreme, and need not if it is." We cannot accept that statement of our military requirement, without some qualification. Nor is it clear to us that every million sterling boyond twenty-four millionstlat is spent upon the Army "is a million taken from the Navy." This is, at present, mere assertion, since the Navy Estimtes have not been starved even during the present costly war. Let Mr. White and the League be careful not to c ecstate their case, if they desire to rouse the public, for they have a case, and a strong one; and there are many indications that we are now about to stuess an organised effort to repeat the agritation which led to the passage the Naval Defence Act eleven years ago. The most striking feature of Mr. Arnold White's able paper is the graphic manner in which it indicates the importance of a strong fleet in the Mediterranean. The entire fabric of our Empire may be said to rest upon the shoulders of the four admirals

and eighteen captains who control the destinies of the Channel and Mediterranean squadrons. Nevertheless, both Mr. White and the League appear to us to overstate the strong case which | pared to ACCEPT RISKS against FIRE at they have worked up in favour of strengthening | Current Rates. the squadrons. In these days it is perhaps necessary to strike the note of sensation in order to rouse public epinion, but the system has its dangers, since it is easy to protest too much. When all is said, it is impossible to doubt that Mr. Arnold White and the Navy League have rendered a public service by these timely articles .- Naval and Military Record.

EVERYBODY KNOWS ANYTHING THAT

CLUB

WHISKY

BEST.

\$12 PER DOZ.

H. PRICE & CO.

Hongkong, 1st July, 1901.

PIANO TUNING.

F you VALUE your PIANO at all. you

should have it TUNED REGULARLY by

by EXPERIENCED

and TRAINED MEN ONLY, who are

employed by us.

MITSU

ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1991.

BISHI DOCKYARD AND ENGINE WORKS,

NAGASAKI. CODE WORD: "DOCK." NAGASAKI.

A.1, A.B.C., Scotts' and Engineering Codes Used. DOCK No. 1 (at TATEGAMI.) 523 feet. Extreme Length ... Length on Blocks

Width of Entrance on Top ...

Width of Entrance on Bottom ...

Water on Blocks at Spring Tide

Width of Entrance on Bottom ... Water on Blocks at Spring Tide 261 .. DOCK No. 2 (at MUKAIJIMA.) Extreme Longth 371 feet. Length on Blocks 350 Width of Entrance on Top ...

PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

L LATEST III. - in SHIPBUILD. execute any kind of ING and MARINE HPS. as in REPAIRING The COMPANY has a POWERFUL SAL-VACE PLANT READY at SHORT

NOTICE. VIOLIN LESSONS.

ESSONS in VIOLIN to Elementary and Advanced Pupils by an Enropean Gentle-

TEACHER. Care of Daily Press Office. Hongkong, 8th July, 1901.

INSURANCES

TORTH GERMAN FIRE INSUR-ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current

SIEMSSEN & CO. Hongkong, 29th May, 1895.

AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

FITHE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BRÖCKELMANN & CO.,

Hongkong, 21st April, 1897

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO. Hongkong, 7th February, 1901. CUN INSURANCE OFFICE, LONDON

FOUNDED 1710. The Undersigned having been appointed AGENTS for the above Company, ar pre-

SIEMSSEN & CO., Agents.

Hongkong, 16th May, 1892. SALAMANDER FIRE INSURANCE

COMPANY. THIE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FUSKS against FIRE

at Current Rates. HOTZ, SJACOB & CO. Hongkong, 2nd April, 1900.

TRANSATLANTIC FIRE INSUR-ANCE COMPANY OF HAMBURG The Undersigned, having been appointed AGENTS for the above Company, are pre-

pared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN & CO., Hongkong, 16th November, 1872.

NTORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732,681. I. AUTHORISED CAPITAL ... £3,000,000 0 0

Subscribed Capital ... 2,750,000 0 0 PAID-UP CAPITAL 687,500 0 0 II. FIRE FUNDS...... 2,833,716 14 4 The Undersigned, having loen appointed

AGENTS for the above Company, are pre-

pared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO. Hongkong, 3rd July, 1901.

THENIX FIRE OFFICE The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPBAIK & CO., Agents for the Phonix Fire Office.

Hongkong, 17th August, 1887. THE WESTERN ASSURANCE COM-PANY OF TORONTO, CANADA. INCOMPORATED 1851.

CAPITAL £410,000. THE Undersigned, having been revointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE

at Current Rates. WM. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900.

BOARD. WNERS of HOUSES situated in the Western Division of the City of Victoria

and in the Eastern Division of Kowloon, who have not had their premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 3 st day of August, 1901, and the Sanitary Board being convinced of the necessity of CLEANLINESS in its efforts to STAMP OUT PLAGUE is determined to RIGOROUSLY PROSECUTE any Owner in default after the above-named

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Robinson Road, and includes Hung Hom and part of Tsim Sha

By Order, G. A. WOODCOUK, Acting Secretary. Sanitary Board Office. lat August, 1901.

FOR SALE. THE GERMAN STEAMER

"MUENCHEN." 4,536 Tons Gross, 2,855 Tons Nett. as she now lies in the Cosmopolitan Dock at Kowloon, Hongkong, in damaged condition, with all her GEAR, TAUKLE, ENGINES, BOILERS, MACHINERY and APPUR. TENANCES now on Board. For Particulars and Inspecting Order,

MELCHERS & CO., NORDDEUTSCHER LLOYD.

Hongkong, 29th June, 1901.

DEALERS IN INEERING as well ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES on APPLICATION at No. 1, Quer 's Road East, Hongkong Hongkong, 17th October, 1899.

> AUTOMATIC MAUSER PISTOLS.

> CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES. FIRING 10 SHOTS in 2 SECONDS SIEMSSEN & CO Hongkong 3rd October, 1900.

FITHE Undersigned has received instructions Sales Rooms, Duddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, SUNDRY ELECTRO-WARE,

(Full Particulars from Catalogue). On View from Wednesday, the 7th inst. TERMS .- Cash on delivery. Auctioneer. Hongkong, 5th August, 1901

Mo., Ac.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR HAIPHONG. THE Company's Steamship

"HAILOONG, Captain Bathurst, will be despatched for the above port TO-DAY, the 5th inst., at 11 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

FOR CHINGKIANG AND WUHU. FIRHE Steamship

Hongkong, 5th August, 1901.

"QUARTA," Captain Johansen, will be despatched for the above ports TO-MORROW, the 6th inst., at 3 P.M., instead of as previously notified. For Freight, apply to SIEMSSEN & CO.

Hongkong, 5th August, 1901. FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING, Captain J. G. Spence, will be despatched for the above ports on WEDNESDAY, the 7th instant, at 3 P.M. For Preight or Passage, apply to DAVID SASSOON, SONS & CO.,

Agents. Hongkong, 3rd August, 1901. "SHIRE" LINE.

FOR SAN FRANCISCO. HE Steamship

"FLINTSHIRE," Captain Dwyer, will be despatched for the above port on THURSDAY, the 8th instant. at 4 P.M.

For Freight or Passago, apply to SHEWAN, TOMES & CO., Aconts.

Hongkong, 3rd August, 1901. THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. HYHE Company & Steamship

"PERLA," Captain J. MoArthur, will be despatched as above on FRIDAY, the 9th inst. at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chambe .

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 3rd August, 1901.

NEW ADVERTISEMENTS

EMPLOYMENT WANTED. TOY a thorough English-speaking, West-India-born Chinese, with good commercial knowledge, a Situation as Salesman, Interpreter, Clerk, Book-keeper, Store Assistant, or Assistant Compradore. Good references.

Address-Care of Daily Press Office. Hongkong, 5th August, 190i. THE OBAKA SHOSEN KAISHA,

LIMITED. FOR TAMSUI - VIA SWATOW AND THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 18th instant, at Noon.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hougkong, 5th August, 1901. BANK HOLIDAY.

I N accordance with Ordinance No. 6 of 1875 the undermentioned Banks will" CLOSED for the transaction of Public Business TO-DAY (MONDAY), the 5th For the CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA. T. H. WHITEHEAD, Manager, Hongkong. For the Hongkong & Shanghai Banking

CORPORATION. T. JACKSON. Chief Manager. the NATIONAL BANK OF CHINA,

LIMITED. GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA, JOHN THURBURN, Manager, Hongkong: For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

L. BERINDOAGUE, Acting Manager. For the BANK OF CHINA & JAPAN, LIMITED. J. W. R. TAYLOR. Manager.

For the YOKOHAMA SPECIEBANK, LIMITED. TARO HODSUMI, Manager. For the IMPERIAL BANK OF CHINA.

E. W. RUTTER. Manager_ For the DEUTSCH-ASIATISCHE BANK. E. F. GROS. Acting Manager.

Hongkong, 31st July, 1901. INSURANCE HOLIDAY.

THE Undermentioned Insurance Offices will be CLOSED for the transaction of Public Business TO-DAY (MONDAY), the 5th August. JARDINE, MATHESON & CO.,

General Agents, CANTON INSURANCE OFFICE, LIMITED, General Managers, HONGKONG FIRE INSURANCE Co., LD.

For the UNION INSURANCE SOCIETY OF CANTON, LIMITED. W. J. SAUNDERS, Secretary. For the NORTH CHINA INSURANCE Co.

W. H. PERCIVAL, Agent. For the CHINA TRADERS' INSURANCE Co., Limited. W. H. RAY,

LIMITED.

Secretary. For the Yangtsze Insurance Associa-TION, LIMITED. SHEWAN, TOMES & CO.,

Agents. For the CHINA FIRE INSURANCE Co., LD. GEO. L. TOMLIN, Secretary. Hongkong, 30th July, 1901.

WANTED. LOR an Outport, a Young Person who speaks French, English and Cantonese.

Board and Lodging provided for .. Apply, stating terms, to-"TRADER." Care of Office of this Paper.

Hongkong, 3rd August, 1901. WANTED.

COMPETENT and reliable RE PRESENTATIVE for a leading TURNER & CO. ENGLISH CONFECTIONERY FIRM. Give particulars and European references under No. 26, Care of T. B. BROWNE'S ADVERTISING OFFICES, 163, Queen Victoria Street, London, E.C. Hongkong, 3rd August, 1901.

WANTED. TOOARD and LODGING or to join a thoroughly good Mess. Reply, in confidence, to-

Z. A, C., Care of Daily Press Office. Rougkong, 3rd August, 1901. WANTED.

JOBBING COMPOSITORS. \bigcirc 00D Permanency for competent men. Apply at-

Daily Press Office. Hongkong, 30th July, 1901. IMPERIAL BANK OF CHINA.

N experienced man of business to act

A De COMPRADORE from next China New Year. Full particulars can be obtained on application to the undersigned. For the IMPERIAL BANK OF CHINA, E. W. RUTTER,

Manager. Hongkong, 31st July, 1901.



N OLD LIGHTER fit for breaking up, built of Oak and Fir and generally Iron Fastened. Copper Sheathed. Can be seen on application at Kowloon Naval Yard. Apply, by Letter-

COMMANDER, Naval Yard. Hongkong, 3rd August, 1901.

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SEVENTIETH ORDINARY HALF-YEARLY MEETING SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, TO. MORROW (TUESDAY), the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive. By Order of the Board of Directors.

Secretary. Rongkong, 16th July, 1901. HONGKONG AND SHANGHAI BANK ING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in Corporation will be held at the City Hongkong, on SATURDAY, the 17th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1901. By Order of the Court of Directors.

T. JACKSON Chief Manager. Hongkong, 31st July, 1901. HONGKONG AND SHANGHAI BANK-ING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATUR-DAY, the 3rd, to the 17th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered. By Order of the Court of Directors.

Chief Manager. Hongkong, 31st July, 1901. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

T. JACKSON.

NOTICE TO SHAREHOLDERS. ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS

will be held in the Offices of the Company, Queen's Buildings Connaught Road, on MONDAY, the 19th August, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts o the 30th June, 1901. The TRANSFER BOOKS of the Compan will be CLOSED from the 5th to 19th August,

both days inclusive. By Order of the Board of Directors. THOS. I. ROSE. Secretary.

Hongkong, 26th July, 1901. CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that Scrip Certificate Number 4,212 issued. on the 3rd day of September, 1895, for 10 Shares Numbered 3,021 to 3,030 in the above Company, registered in the name of JOHN HERRICK McMICHAEL of Shanghai, having been LOST or STOLEN, a new Certificate for the same will be issued one month from the date hereof. The original Certificate being considered by the Company as null and void. no transaction taking place thereunder will be recognised by the Company.

W. H. RAY, Secretary, China Traders' Insurance, Co., Ld. Hongkong, 1st August, 1901,

NOTICES OF FIRMS

WE have This Day Authorised Mr. JULIUS WAHLEN to Stor on Firm PER PROCUEATION. CHINA EXPORT-IMPORT & BAN I COMPAGNIE. Hongkong, 1st Angust, 1901.

THE Business of MESSES. TURNER & CO. in Hongkong has been transferred to the Undersigned, who will continue to carry it on under the same Name, Style and Title of

R. CHATTERTON WILCOX. DEFERRING to the above, Mr. HAROL1 IL CHATTERTON WILCOX has been

admitted a PARTNER-in-our-Firm from this' TURNER & CO. Hongkong, 25th July, 1901.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions 1 from W. D. BRAIDWOOD, Esq., to Sell by Public Auction. TO-MORROW (TUESDAY). the 6th August, 1901, at 2.30 P.M. at

"CRAIGENGOWER," Caine Road, A QUANTITY OF HOUSEHOLD FURNITURE

SUNDRY ECHOOL FORMS and DESKS, &c. (Full particulars from Catalogue.) On View from Monday, the 5th August. TERMS.—Cash on delivery.

Auctioneer. Hongk ong, 1st August, 1901.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCEENED, TO-MORROW (TUESDAY). the 6th August, at 3 r.m., alongside Douglas S.S. Co.'s Wharf.

ONE STEAM LAUNCH. Length, 47 feet; Beam, 8 feet; Depth, feet 6 inches; Cylinders, 5 inches by Built in 1895. Hall, Engines and Boiler thoroughly overhauled in November, 1900; and all Copper en her Bottom renewed-Non-Condensing. TERMS.-As usual. HUGHES & HOUGH.

Auctioneers. Hongkong, 30th July, 1901.

AUCTIONS

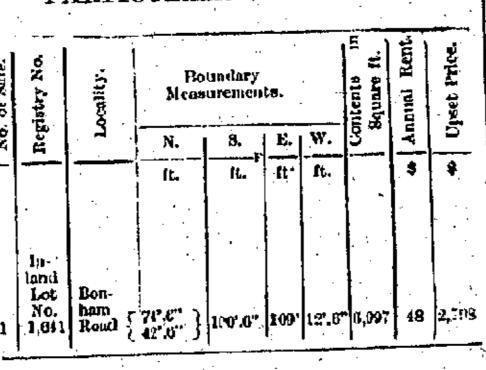
GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, TO-MORROW (TUESDAY), the 6th day of August, 1901, at 3 P.M., are published for general information. By Command.

T. SERCOMBE SMITH. Acting Colonial Secretary. Colonial Secretary's Office. Hongkong, 20th July, 1901.

Particulars and Conditions of the Letting by Public Auction Sale, to be held TO MORROW (TUESDAY), the 6th day of AUGUST, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.



GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, TO-MORROW (TUESDAY), the 6th day of August, 1901, at 3 P.M., are published for general information.

By Command. J. H. STEWART LOCKHART, Colonial Secretary. Colonial Secretary's Office, Hongkong, 27th July, 1901.

Particulars and Conditions of the Letting by Public Auction Sale, to be held TO MORROW (TUESDAY), the 6th day of AUGUST, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years, commencing from 15th March, 1899.

PARTICULARS OF THE LOT.

No.of Sale.	Registry No.	Locality.		Me	Boundary astremen	rts.	Contents in Square ft.	Annual Revi	Upset Price.
Š	Rei	1	N.	8.	E.	W.	\ Z \	Ž.	ت
		-	ft.	īt.	IL.	ft,		2	*
	Rural Build- ing	. : .· -			!	!			
1	iot No.	Peak Road	177	477	{ 56' 0'' {-51' 6''	} 56'	3,9 0	261	 784

PUBLIC AUCTION.

TESSES. HUGHES & HOUGH have received instructions from the Vendors to Sell by Public Auction in

SIX LOTS. VALUABLE LEASEHOLD PROPERTY. Situate at Yaumatee in the Dependency of

Kowloon and Colony of Hongkong registered in the Land Office respectively as Kowloon Inland Lots Nos. 280, 281, 282, 283, 284 and

MONDAY, the 12th day of August, 1901, at 3 P.M., on the Premises. The following is a description of the Pro-

Lot I. All that Piece or Parcel of Ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 280 together with the Messuage or Tenement thereon known as No. 11, Reclamation Street, Yaumatee. Area 750 square. feet. Annual Crown Rent \$10.

Lot 2. All that Piece or Parcel of Ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 281 together with the Messuage or Tenement thereon known as No. 13, Reclamation Street, Yaumatee. - Area 750 square

feet. Annual Crown Rent \$10. Lot 3. All that Piece or Parcel of Ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 282 together with the Mes-Busge or Tenement thereon known as No. 15. Reclamation Street, Yaumatee. Area 750 square feet. Annual Crown Rent \$10.

Lot 4. All that Piece or Parcel of Ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 283 together with the Messuage or Tenement thereon known as No. 17, Reclamation Street, Yanmatee. Area 750 square feet. Annual Crown Rent S10. Lot 5. All that Piece or Parcel of Ground

situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 284 together with the Messuage or Tenement thereon known as No. 19, Reclamation Street, Yaumatee. Area 750 square feet. Annual Crown Rent S10. Lot.6. All that Piece or Parcel of Ground

situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowlcon Inland Lot No. 285 together with the Messnage or Tenement thereon known as No. 21, Reclamation Street, Yaumatee. Area 750 square feet. Annual Crown Rent \$10. All the above 6 Lots are held from the Crown for the term of 75 years.

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TELEPHONE, 232. Hongkong, 21st June, 1901.

OUR PARIS LETTER.

Paris, 6th July. their unanimity is wonderful. They are now one as regards suppressing the furious driving of motor-cars. That is a boon and a blessing. A moderate rate of speed was accepted, but that toleration soon degenerated into licence. It was said that spinning along the highway at 50 miles an hour, with its moving accidents by is their object of building up so huge a navy flood and field, proved a remedy for neurosis. when their commerce is modest, while if they In France, that is to say, Paris, motors will be but kept themselves quiet, and left their neighlimited to a maximum speed of 15 miles an bours alone—a most difficult exaction—no one hour, while the said vehicles must have dis- will or would interfere with them. Germany played in conspicuous mammoth figures its has not touched them since 1870, and it was only number, as registered at the tax office and at when ex-Foreign Minister Hanoteaux practised the Prefecture of Police. There are proprietors his "slimness" with Marchand at Fashods, of motor-cars who always want to astonish the that England pulled him up. France is to natives, and who rush headlong on the roul have a submarine fleet of 60 vessels, supplied regardless of consequences to everybody and with lime-plaster for the crews to render them everything. They are simply lunatics. Some- proof against vitiated air. The fleet on leaving times they are captured, and, being mostly rich. Ajaccio were surprised to find that the battleship have to pay dear for their enjoyment. In the Jaurequiberry had been struck by a dummy courts, they have only to pay the fine, but torpedo. The destroyers in vain searched for | 783-17 outside they privately arrange for all claims the concealed fee that could not be found. of compensation. Go-carts, costermongers. When the coast was quite clear, the submarfine market-carts, etc., all are fair quarry for the | Gustave Zeote, rose to the surface, and wished motor. Being such warm friends with Russia, the "top of the morning" to the Maritime the French Automobile Club ought to be able Prefect. But in time of war, will it be so easy to supply the Muscovites who manufacture to so creep upon a battleship? Of course, no cripples" for speculative mendicity with the independent eye witnessed the incident victims made by their motor-cars. The ladies display a marked desire for furious driving when in charge of a car. As they have passed their examination to become a qualified chauffeur, and thus have been delivered a driving licence which they carry on them in a cartridgecase, along with their photo, they are difficult to deal with. "It is the pace that kills," said

Lord Palmerston of old. The bill on the regularisation of the religious monastic orders has become law. It was freely predicted that were such a measure voted, the paying stones, in Paris at least, would rise in mutiny. Fiddlesticks! the nation is as quiet as a land, and is occupied with nothing but the heat storms, and rain. Not a voice is raised for the invasion of England, even when the French fleet is practising high jinks in the Mediterranean. All societies not provided with permission to pitch their tent in France, or governed by a foreign council, have three months' grace to fold up their tents like the Arabs, and as quietly steal away. If they cannot establish other than clerical rites, their property, will be confiscated for the benefit of the poor, sick, and indigent. The Jesuits will thus be severely hit. They, and their confrores must petition for leave if they want to keep their flourishing schelastic establishments " going concerns." That would mean complete subjection in studies and teaching to the Minister of Public Instruction. As no favours will be granted, the monks of Chartreuse will have to part with their mountain factory to a lay body. They cannot distil their liqueurs elsewhere, for the herbs or plants employed only grow in a limited region round the monastery. However, after a little time, when the defeated recover from their wounds, they will no longer be making political warfare against the Republic and there will be peace-at all events within its

The French naval authorities are giving great expansion to their autumn manouvres. The problem to solve is, how to prevent a fleet coming to re-inferce that of an enemy in the Mediterranean: in other words, how keep the English Channel Squadron from joining its larger squadrons in the Great Inland Sea. France would employ all her resources in Algeria, Tunisia, and her Continental coastline to accomplish the desired solution. England has only to have plenty of battle-ships, cruisers, and torpedo-destroyers. These the French know she will possess. They note the excitement prevailing in Great Britain over some defects in the navy; but they do not at all consider that such expose her to the mercy of an enemy. In provoking a war, the French will write and orate, but to get them to join an invasion, run wholly by themselves, that they will never do. England has her plan cut and dry for defence and attack. She can just as well purchase allies in the market as France, and even better. And the French now recognise that by trotting out the invasion of the British Empire a big order—she has taught the English how to quietly arrange for the partitioning of France. "The villiany you teach me, that I will execute," said Shylock. There are good bits of French territory that England could tempt Italy, Germany, and Spain to aspire to, backed by her aid. And no one believes that the unity of France, distracted by so many parties, would long survive internal convulsions. In 1870, Emile de Girardin, the self-appointed national medicine-man, proposed the breaking up of France into federated states. But Alsace was amoutated, and remains out of all plans of Gallic unity. France has plenty of work to do to keep her budget balanced on the right side, to develope her colonies, to expand her trade and commerce, and to supply the "big and Stone against White Ants, Decay, Fungus brother " with loans, instead of fooling herself | Rot, and Dampaoes. over invasions.

A new smart set has come to life in Paris, and compete with horses, bicycles, and motorcars. They are the "Zoophiles." One Spanish lady drives a tandem with a pair of bullocks in the Bois de Boulegue; Madame Rejane, the actress, drives her phaeton zebras; Madame Sarah Bernhardt's alligators are being trained; an Egyptian lady drives a splendid turnout of four large asses; a señora from Madrid has her mules and bells; and Danish dogs draw children's carriages, as do also goats. A showmen has solicited permission to drive his mail-cart with a lioness and a tiger harnessed thereto. A few elephants and camels could be loaned, as well as giraffes. The resources of civilization are

unlimited England complains of being cut out of the Stock of specially selected quality. A trial locomotive market by the Americans, who make solicited. Special Terms to Exporters. the machines more rapidly, cheaper, not so well 11554 finished, but possessing excellent works. The

French Legislature has learned the horrible news fliat the Great Northern Railway of France has THEODORO bcome so degenerate in its patrictism as to lay Whenever the French do agree together, in a stock of locomotives, manufactured, not in the States, but in England. The Ministry said the company was short of engines, the order could not be executed in France and English machines were judged as more superior to those

> built in America. It is a puzzle to the French themselves, what M. Paulin is the 'accepted " beggar agent'

> of Paris. He has the crank instead of keeping e racing-stud, a yucht, or a mile-a-minutemotor, to have quite an arsenal of disguises, personal and accessory. He makes himself up in every form of beggarhood, and its appliances; he has monkeys, and barrel-organs, dogs that hold collecting-baskets in their mouths for the smallest contributions; he has a collection of false noses, whiskers, wigs, and similar paraphernalia, as would fit out an opera or misked ball. He is very rich too, and gives more than a tenth of all he possesses to the poor. But his fad is, to be allowed to beg when and where he pleases; the police have instructions to never interfere with him. He usually collects some 40 francs a day, and as much as 100 francswhen the times are very lad. His working day-often more than eight hours-over, he regains his carriage at an appointed place. drives to the Prefecture of Police, and hands in for the poor the net preceeds of his solicitations. 'He makes most money on Sundays, when rigged out as an old deaf, dumb, and blind beggar, accompanied by his dog "Timon." Jean Legoff concluded he could tap that sort of thing advantageously. He set up in the beggar line, and made 30 francs a day for some years; that kept him up as a very fashionable and smart member of society, and a well-known boulevardier. But a policeman observing Legoff, who is a Russian, recognised the swindler, despite his ragged attire, soliciting alms in the street. He will have to rotire; to private life for a month to cease to do evil and learn to do

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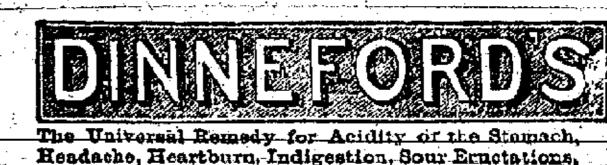


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LIVERPOOL DIRECT. BREMEN. VIA PORTS OF CALL. BREMEN. VIA PORTS OF CALL. STORE, &	STUTTUART	Jap. str	2 m.	W Thompson
BREMEN. VIA PORTS OF CALL	EC. BADO MABO	Fren. str.	2 m.	Ristorcelli
MARSEILLES, LONDON & ANTWERP, V. S PORE, & MARSEILLES, &c., VIA PORTS OF CALL	ERIDAN	Brit. str	2 m.	I.E G Andrews
MARSEILLES & LONDON. MARSEILLES & LONDON.	MALACCA	Jap. str		J. S. Thompson
MARSEILLES & LONDON & ANTWERP, V. S'PORE, & MARSEILLES, LONDON & ANTWERP, V. S'PORE, &	CC. KAWACHI MAKU	Ger. str	2 m.	t. Donren
MARSEILLES, LONDON & ARTHURG	ACILIA	Gor. str		Roerden
HAVRE, BREMEN & HAMBURG HAVRE & HAMBURG	ALEXANDRIA		* • • • • • • • • • • • • • • • • • • •	Porzelius
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TAVRE & HAMDUNG AMERICAN	Hubson	*** 30110, 0544	k. w.	Williamson
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VANCOUVER, VIA MOJI, &c	TACOMA	Brit. str	4 m.	
WYAMADIA MILL & IACUMA III WATER	FT - CA TAT LYDYT	I AFIBLE DUL		S. J. G. Parsons
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VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, & VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, & CONTROL OF A TITLE	C KAMARUKA MANA	Jap. str.	2 m.	J. W. Ekstrand
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ATTINKTANG & WUHU	Toppedato	Ger. str-	2 n	·
		· I Three Bule		R. T. Cook, R.N.R.
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				K, Suzuki
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ANPINU, TIA DITANCHAT	W HAMPOA	Jan str.	1 n	B. Atsumi
FOOCHOW & SHANGHAI FOOCHOW VIA SWATOW & AMOY	ANPING MARU	ria atr	1 n	T. Ogata
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HAIPHONG	MELPOMENE	TIME DVI	-4+[~ ~ ~ 11
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MANILA & HULBOLD, CONT.	TAGHTNING	Brit, str		T. Costs

	8. F 4. F	rom Blake Pier to Naval Yard. rom Naval Yard to East Point.	
	CAPTAIR	FOR PREIGHT APPLY TO	TO HE DESPATCHED
			To-morrow.
		BUTTERFIELD & SWIRE	On 17th inst., at Noon.
F	W. Vibert, R.N.R.		On 20th inst.
, e-		BUTTERFIELD & SWIRE	On 3rd September.
		BUTTERFIELD & SWIRE	On 10th inst
. **		I The second by CA	On 8th inst. at Noon.
	Grosch	Mannage Vergrest & ATGHA	On 9th inst., at Daylight
	V. Thompson	MESSAGERIES MARITIMES	On 10th inst., at 6 P.M. On or about 10th inst.
	Listorcelli	I P & O. S. N. Co. arministration	On 23rd inst., at Daylight.
	E. G. Andrews J. S. Thompson	NIPPON YUSEN KAISHA	On 9th inst.
	Döhren	HAMBURG-AMERIKA LINIE	On 27th inst.
	Roorden	HAMRURG-AMERIKA LINIE	On 10th September.
.	Porzelius	HAMRURG-AMERIKA LINIE	On 21st September.
3 -	Ehlers	II A TOTION A MERIKA LINE	" A FIT A Lake
		A SAME DITTOR OF THE BUILDING MANY THE COLUMN	On 7th inst
1.		DODWELL & CO. LIMITED	On or about 5th inst.
] 3	Williamson	SHEWAN, TOMES & Co	Quick despatch.
	Kendall	-) - (*), m? ((W)1497, W), (-), (, , , , , , , ,), () () (*)	Quick despatch.
		ARNHOLD, KARBERG & Co	Onick despatch.
	Forst	HAMEURO-AMERIKA LINIE SHEWAN, TOMES & CO	On or about 25th Oct.
ή ΄		The service of 177	On 7th inst.
	R. Archibald, E.N.R.	The state of the s	
	G. D. Bowles, B.N.	The light of the street of the	
	J. Alwen	1 Tr	To day, at 4 P.M.
	S. J. G. Parsons	Transport Wilters	
Į	H. Petersen	THE THEORY VITARIN KAISHA	111
1	J. W. Ekstrand	" Language Matheson & Co. 1414	Quick despatch. On 7th inst., at 3 P.M.
. 1	H. L. Allen	TOMES & CO	Wind att took at Daylight
ļ	*****************	PLANA KIRRN KAISHA	Many.
1	*************	PACIFIC MAIL S. S. Co	III warman of A P M
į	Dwyer	TOMES & CO	THE THE PARTY COME
	Divyor	REPRESENTATION & SWIRE	The self that at Money
1	McArthur	GIBE, LIVINGSTON & CO.	On 23rd inst., at 4 P.M.
- 1			
À	J. D. Andrews, B.N		On 9th inst.
-		DUTTERN INDIVIDUAL	On 16th inst., at Payligh
	W. Townsend	NIPPON YUSEN KAISHA	On 30th inst., at Daylight
	F. L. Sommer	NIPPON YUSEN KAISHA NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
	N. Tate		On 13th inst., at Noon.
	M. Yagi,	NIPPON IUSEN KAISHA	****
.	£23.00	DODWELL & Co., LIMITED SIEMSSEN & Co.	To-morrow, at 3 P.M.
•	Johansen	DIE HOSEIT & CO.	On 6th inst, at Noon.
	Schuldt	D & O Q N Co	On or about 16th inst.
• .	R. T. Cook, R.N.E	P. & O. S. N. Co	Quick despatch.
	P. Wettin	MITSUI BUSSIN KAISHA	On 7th inst.
•	K, Suzuki	Description & SWIRE	The start of
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	S. Atsumi	ASTRONIT RITERAN KAISHA	
/.	T. Ogata	TOTAL AS TAPRAIK & CO	7 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
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D.	J. McArthur	Company TOMES & CO.	The state of the s
Z.	J. G. Spence	DAVID SASSOON, SONS & CO.	On 13th inst. at Noon.
n.	D. Conta	CARLOWITZ & CO.	On 18th ingt at Noon.

BOMBAY, VIA SINGAPORE & COLOMBO. SHIPPING. D. J. de Austria. SHIPPING REPORTS. ARRIVALS.

Aug. 2, ROBERT DICKINSON, British str., 1,331 McDonnell, Penang 25th July, Petroleum, Oil.-Arnhold, Kerberg & Co. Aug. 2, Dr. Hans Jerg Klaer, Norwegian str., 691, H. Larsen, Chefoo 27th July, Beans.—

SINGAPORE, PENANG & CALCUTTA BOMBAY VIA SINGAPORE & PENANG.....

Aug. 3, FEICHING, British str., 980, J. N. Gordon, Hoihow 2nd August, General .--Aug. 3, TARTAR, British str., 2,768, E. Beetham, Vancouver, B.C. 3rd August, General.-

C. P. R. Co. Aug. 3, Wingsano, British str., 1,517, Sellar, Canton 2nd August, General.-JARDINE, MATHESON & Co.

Aug. 3, Taunugisan Manu, Japanese str., 4,128, I. Narasaki, Kuchinotzu 28th July, Coal.-MITSUI BUSSAN KAISHA. Aug. 3, Tingsang. British str., 1,045, W. E. Sawer, Moji 28th July, Coal.-JARDINE,

MATHESON & Co. Aug. 3, UMTA, British transport, 3,450, R. W. Gimblett, Calcutta 21st July. Aug. 3, Phea Chom Klao, German str., 1,011, A. Morris, Bangkok 28th July, Rice

and Timber.—BUTTERFIELD & SWIRE. Aug. 3. Taisang, British str., 1,544, R. C. Bradley, Shanghai 30th July and Swatow 2nd August, General.-JARDINE, MATHE-BON & Co.

Aug. 4, MIRANI, British transport, Sandeland, Calcutta 22nd July. Aug. 4, GLENTURRET, British str., 3,926, R.

Webster, Middlesbro', Antwerp and Singapore 29th July, General, McGREGOR Bros. & Gow. Aug. 4, MAIDZURU MARU. Japanese str., 667, Suzuki, Anping 1st August and Swatow

3rd, General.-M. B. KAISHA. Aug. 4, CARTHAGE, British hospital ship, 5,198, Lendon, Shanghai 1st August.

Aug. 4, Glory, British battleship, 12,500,

Corlor, Amoy 3rd August. Aug. 4, Loongmoon, German str., 11.245, Canton 4th August, General.—SIEMBSEN

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 3rd August. Feiching, British str., for Haiphong. Onsang, British str., for Hongay. Telemachus, British str., for Saigon Mara Kolb, German str , for Chewaichow. Holstein, German str., for Saigon. Jacob Diederichsen, German str., for Hoihow. Taicheong, Gorman str., for Hongay. Petrarch, German str., for Saigon. Daijin Maru, Japanese str., for Swatow. Tsurugisan Maru, Jap. str., for Kutchinotzu. Kwanglee, British str., for Shanghai. Bungkiang, British str., for Manila. Tantalus, Pritish str., for Japan. Thales, British str., for Swatow. Wingsang, British str., for Shanghai. Fooksang, British str., for Canton. Kong Beng, German str., for Bangkok. Hoilao, French str., for Hoilaw. Dr. H. J. Kiaer, Norwegian str., for Canton.

DEPARTURES. 3rd August. HONGKONG MARU, Jap. str., for San Francisco. BENGAL, British str., for Europe. HONGWAN I, British str., for Amoy. Mogul, British str., for Shanghai. Massilia, British str., for Shanghai. KWANGLEE, British str., for Shanghai. SUNGKIANG, British str., for Manila. TANTALUS, British str., for Japan. THALES, British str., for Swatow. Wingsang, British str., for Shanghai. FOOKSANG, British str., for Cauton. Kone Bene, German str., for Bangkok, HOIHAO, French str., for Hoillow.

DR. H. J. KIAEE, Norw. str., for Canton. - 4th August. DAIJIN MARU, Jupanese str., for Swatow. TAICHEONG, German str., for Hongay. Holstein, German stra for Saigon. TELEMACHUS, British str., for Saigon. Onsang, British str., for Hongay. MARA KOLE, German str., for Chewaichow.

VESSELS IN DOCK. 3rd August.

ABERDEEN DOCKS .- Petrorch KOWLOOD DOCKS. - Y. Sontau, Sishan, Zaire, Canton River, Tweed.

COSMOPOLITAN DOCK .- Colonics, Taishan,

Jap. str.

HIBOSHIMA MARU

The Japanese steamer Tsurugisan Maru, from Kutchinotzu 28th July, had light S.W. breeze, fine weather and smooth sea. The German steamer Phra Chom Klao, from Bangkok 28th July, had fair weather all the way, up to the 3rd when strong breeze set in.

The British steamer Glenturvet, from Middlesbro', Antwerp and Singapore 29th July, had fine weather to Singapore. From Singapore to Bombay Shoal fresh S.W. breeze, moderate sea and heavy rain; from thence strong S.W. breeze, moderate sea and dull, cloudy weather.

TOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour :-L. Scherr, American ship, C. S. Kendell.-

Carlowitz & Co. SEA WIICH, American ship, Howes.-Master

VESSELS ON THE BERTH

SHEWAN TOMES & CO.'S NEW YORK

FOR NEW YORK VIA SUEZ CANAL. TYTHE Steamship

"ARARA," Captain Williamson, will be despatched for the above port on or about 5th August, and will be followed by the Steamship

on or about 15th September. For Freight, apply to SHEWAN TOMES & CO.,

Agents. Hongkong, 22nd July, 1901. IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship

"PRINZESS IRENE," OF THE NORDDEUTSCHER LLOYD. Captain P. Wettin, due here with the outward German Mail about MONDAY, the 5th inst., will leave for the above places about 21 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 2nd August, 1901. HAMBURG-AMERIKA LINIE. FOR SHANGHAL

THE Steamship "LOONGMOON." Captain Schuldt, will be despatched for the above port TO-MORROW, the 6th inst., at This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Pussage, apply to SIEMSSEN & CO. Agents. Hongkong, 1st August, 1901. AUSTRIAN LLOYD'F CEAM NAVIGA-

MANILA. SINGAPOLE, BOMBAY. PORT SAID, FIUME AND

TION COL PANY.

TRIESTE. (Taking Cargo at through rates to the BRAZILS, BLACK SEA, LEVANT, VINICE and ADRIATIC PORTS). THE Company's Steamship

"MELPOMENE." Captain Matcovioli, will be despatched as above TO-MORROW, the 6th August, P.M. For information as to Preight, apply to SANDER, WIELER & CO.,

A rents. Hongkong, 26th July, 1901.

HAMBURG-AMERIKA NORDDEUTSCHER LLOYD.

On 16th inst., at Noon.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NOETH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. BAILING DATES. DESTINATIONS. (HAVRE, BREMEN & HAMBURG] On 9th Aug. Freight. STEAMERS. (Calling at Singapore and Colombo) ACILIA Capt. v. Döhren ... HAVRE & HAMBURG on 27th Aug. Freight. ALEXANDRIA... (Calling at Singapore and Penang)...} On 10th Sept. Freight and Capt. Roerden ... HAVRE & HAMBURG ... SIBIRIA (Calling at Singapore and Colombo) Capt. Porzelius HAVRE & HAMBURG ANDALUSIA..... (Calling at Singapore and Penang)...) Capt. Ehlers HAVRE & HAMBURG On 5th Oct. Freight. (Calling at Singapore and Penang)...) ARABIA NEW YORK VIA SUEZ CANAL ... } Freight. ARAGONIA end of August or beginning September Capt. Forst For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, Queen's Buildings, No. 1

Howkong, 27th July, 1901;

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

> PUNCTUALITY. SPEED. SAFETY.

"Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots. SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). "EMPRESS OF CHINA"...Comdr. R. Archibald, R.N.B... WEDNESDAY, 7th Aug., 1901 * "TARTAR," 4,425 Tons ... Comdr. E. Beetham, R.N.R. .. WEDNESDAY, 14th Aug., 1901 "EMPRESS OF INDIA"....Comdr. O. P. Marshall, E.N.E., WEDNESDAY, 28th Aug., 1981 * "ATHENIAN," 3,882 Tons Comdr. H. Mowatt WEDNESDAY, 4th Sept., 1901 "EMPRESS OF JAPAN"...Comdr. H. Pybus, E.N.R. WEDNESDAY, 25th Sept., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famors INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN. of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continen FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL EATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, Japan Governments.

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL. TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate by the Company, and their appointments and Cuisine are unexcelled.

* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Salcon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage The TARTAR takes First Class and Steerage Passengers only. The run is usually

made between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agen. Pedder's Street.

18 Hongkeng, 25th July, 1901.

NEERON YESEN KAISEA (THE JAPAN MAIL STEAMSHIP COMPANY):

TO ATEMPTED SATE IN	IGS FROM HONGKONG—SUBJECT	VO ALCERATION
	DESCRIPTION	BAILING PATES.
BTRAMERS.	THE THOROUTA ROLLING SEATING.	Morday, 5th Aug., at
TOSA MARU		
S. J. G. Parsons	TORK AND YOKOHAMA	
		FRIDAY. 9th Aug. at
SADO MARU	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT	DAYMOHE
W. Thompsen		
	MOJI, KOBE and YOKOHAMA	Tuesday, 18th Aug., at
MTIKE MARU		
M. Yagi Sanuki Maru	KOBE and YOKOHAMA	PRIDAY, 16th Aug., at
W. Townsend		DATLIGHT.) FRIDAY, 16th Aug., at-
HIEOSHIMA MARU	BOMBAY, VIA SINGAPORE and	Noon
T. Murai	TOTOTA BOAND SEATTLE	Monday, 19th Aug., at.
KAMAKURA MARU		4 PM
H. Petersen	TODE and VIKURALE	
	· · · · · · · · · · · · · · · · · · ·	FRIDAY, 23rd Aug., at
KAWACHI MARU	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT	National Control of the Control of t
J. S. Thompson		$S(oldsymbol{I}, oldsymbol{I})$. The state of the $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$. The state of $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ and $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ in the state of $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ in $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ in $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ in $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ in $S(S(oldsymbol{I}), oldsymbol{I})$ is the state of $S(S(oldsymbol{I}), oldsymbol{I})$ in
	(SAID KOBE and YOKO	FRIDAY, 93rd Aug., at
ROBETTA MARU	(1) 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	
N. Tate		FRIDAY, 23rd Aug., at
Kasuga Maru	. The article of the state of t	
H. Fraser	TOWNSVILLE and BRISBANE	(Thinay, Soth Aug., at
HAKATA MARU	KOBE and YOKOHAMA	DAYLIGHT.
F. L. Sommer	VICTORIA, B.C. and SEATTLE	MONDAY, 2nd Sept., at
KAGA MARU	··· J · ITS A · VIA · BHANGPAAAA	4.4.4
J. W. Ekstrand	KOBE and YOKOHAMA	the Principal Cities in the
Through Passenger	Tickets and Bills of Lading issued for and Europe, in connection with the GREA	T NORTHERN RAILWAY BUC
United States, Canada,	and hitrope, in connection	
Atlantic Steamers.	tion as to Freight, Passage, Sailings,	to, apply at the Company
Local Branch Office at I		d. MIHARA, Manager.
Thomas Transfer Comments		THE RESERVE OF THE PARTY OF THE

NORTHERN PACIEIC STEAMSHIP

A. S. MIHARA, Manager.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAL INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	de la marca de la compara
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一】 Property Andrews 1997年,199	gust 6th
BEAEMAR 3.821 J.S. Cox	ntomber 190
DUKE OF FIFE	Popul.

THE attention of Passengers is directed to the very charp rates offered by this Line to the PACIFIC COAST and to the INTERIOR and FRANCITIES of the UNITED TATES and to EUROPE.

HONGKONG TO LONDON, £52 Excellent accommodation. First-class Table. Dooron and Travardes our ied. Passengers to EUROPE may proceed by one of the First-Class A THANTIC MAIL LINES.

HONGKONG TO NEW YORK 248 The Railroad travelling is second to none on the American Continents two trans-continental! trains daily from Tacoma; Dining Car is attached to trans-continuital brains day and night; TACOMA to New York in 44 days. Magnificent Scenery of the Looky and Cascade Moun-The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA AND TAKE

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from Victoria and TACOMA to DYRA and St. MICHAEL. Rates of Passage to other Points on application. A Special Rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED.

Hongkong, 17th July, 1991.

Hourkong, 27th July, 1901.

Inland Sen

Hongkong. 5th August, 1901.

GERMAN

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PCRT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THEOUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION STEAMERS. 8th August. THURSDAY 22nd August.

STUTTGART. THURSDAY. KONIG ALBERT 5th September. THURSDAY ... PRINZESS IRENE 19th September .. 2nd October . TILLESDAY PRINZ HEINRICH WEDNESDAY PREUSSEN ... 16th October. WEDNESDAY HAMBURG (Hamburg-Amerika Linie) ... 30th October. WEDNESDAY 13th November. SACHSEN WEDNESDAY KIAUTSCHOU (Hamburg-Amerika Linie) 27th November. WEDNESUAY BAYERN ... 11th December. WEDNESDAY STUTTGART 25th December. WEDNESDAY KONIG ALBERT 8th Jan., 1902. WEDNESDAY PRINZESS IRENE 22nd Jaq., 19/2. 5th Pet., 1902. WEDNESDAY PRINZ HEINBICH WEDNESDAY PREUSSEN WEDNESDAY HAMBURG (Hamburg-Amerika Linie) SACHSEN SETURISHAY, the 8th day of August, 1901, at Noon, the Steamship STUTT

GART," of the Norddeutscher Lloyd, Captain P. Grosch, with MAILS, PASSEN. GERS, SPECIE and CARGO, will leave this Port as shove, CALLING AT NAPLES and GENCA. Shipping Orders will be granted till Noon on Tuesday, the 6th August, Cargo and Specie will be teceived on Board until 5 P.M. on WEDNEEDLY, the 7th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 7th Angust. ontents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Onbie in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHLB LLOYD. For further Particulars, apply to: MELCHERS & CO., AGENTS.

PENINSULAR AND ORIENPAL STEAM NAVIGATION COMPANY.

STEAMERS About 10th | Freight or Passage. MARSEILLES AND | MALACCA E. G. Andrews LONDON (PAREAMATTA ... About 16th | Freight or Passage. M E R. T. Cook R.M.B. . . August LONDON, &c...... COROMANDEL | Noon 17th | See Special Advertisement.
F. W. Vibert, B. B. August | August | YOKOHAMA VIA (Passing through the

For Further Particulars, apply to

Hongkoug, 27th July, 1901.

OCEAN STEAMSHIP COMPANY.

HOMEWARDS.

STEAMERS.

OUTWARDS. STEAMERS. GLASGOW and LIVERPOOL ... ORESTES" On 13th August. GLASGOW and LIVERPOOL. On 20th August. "AJAX" GLASGOW and LIVERPOOL. On 26th August. "TYDEUS" GLASGOW and LIVERPOOL. 4th September. GLASGOW and LIVERPOOL.

"DEUCALION"

"STENTOR" On 3rd September. On 10th August. LIVERPOOL DIRECT PATROCLUS" (Taking Cargo at London Rates) For Freight, apply to BUTTERFIELD & SWIRE,

On 6th August.

On 20th August.

AGENTS O. S. S. Co.

Hongkong, 17th July, 1901.

CHINA NAVIGATION TAMILED.

TO SAIL. STEAMERS "WHAMPOA" On 7th August. FOOCHOW & SHANGHAI..... KOBE & MOJI On 9th August.

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

NIPPON MARU

kohama, and Honolulu)

Kobe, Inland Sea, Yo-

kohama and Honolulu)

THE Twin-Scrow Steamship

AMERICA MARU (via

AGENTS.

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shanghai, Nagasaki, SATURDAY, Aug. 24.

Kobe, Inland Ses, Yo- 1901, at DAYLIGHT.

Shanghai, Napasaki, Tuesday, Sept. 17,

"NIPPON MARU"

will be despatched for SAN FRANCISCO

VIA SHANGHAL NAGASAKI, KOBE

INLAND SEA, YOKOHAMA and HONO-

LULU on SATURDAY, the 24th August,

1901, at DAYLIGHT, taking Freight and Passen-

gers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO.

their journey at any point en route.

obtained on application.

on application.

LULU, and Passengers are allowed to break

lines of steamers, and to the principal cities of

Passengers holding through ORDERS TO

FUROPE have the choice of Overland Rail

reutes from Ban Francisco, including the

Union PACIFIC DENVER AND RIO GRANDE,

and NORTHERN FACIFIC RAILWAYS; also the

Passengers holding orders for OVERLAND

CITIES in the United States have, between

San Francisco and Chicago, the option of

the Southern Pacific, Central Pacific,

UNION PACIFIC, DENVER AND RIO GRANDE.

and other direct connecting Railways, and from

Chicago to destination the choice of direct lines.

Particulars of the various routes can be had

Special rates (first class only) are granted to

Diplomatic, and Civil Services, to European

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports.

o San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havens, Trinidad, and Demerars, and to ports

in Mexico. Central and South America, by the

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M. same

day; all Parcel Packages should be marked to

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

FOR VLADIVOSTOCK.

(Calling at SHANGHAI if Inducement Offers.)

For Freight and other information, apply to

FOR NEW YORK.

"L. SCHEPP"

Captain Kendall, will be ready to load on the

15th August for the above port, and will be

shortly due, will be despatched as above.

Hongkong, 3rd August, 1901.

THE 3/3 A II American ship

For Freight, apply to

Hongkong, 18th July 1901.

GEORGE ECKLEY,

DODWELL & CO., LD.,

Agents.

Acting Agent.

address in full; value of same is required.

Collector of Customs at San Francisco.

Hongkong, 3rd August, 1901.

Queen's Building.

HE Steamship

Government officials and their families.

Company's and connecting Steamers.

24 in addition to the regular tariff rate.

1901, at Noon.

Hongkong, 20th July, 1901.

TOYO KISEN KAISHA. THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED. TO SAN FRANCISCO VIA INLAND SEA

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'s

FINES. 36.7

"YANGTEZE 6,457 Tons, Commander H. L. Allen, is due here on 6th August, and will have quick despatch. For Rates of Freight and Inether Particu-JARDINE, MATHESON & CO.,

Hongkong, 20th July, 1901.

PORTLAND AND ASIATIC STEAM-SHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVI.

GATION COMPANY. Operating the New First Class Steamships | Through Passage Tickets granted to Eng-"INDRAVELLL" "INDRAPURA," and KNIGHT COMPANION, between HONGKONG and PORTLAND | the United States or Canada. Rates may be

(OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA. THE Steamship

"KNIGHT COMPANION" SOUTHERN PACIFIC. CENTRAL PACIFIC, will be desputched for Portland (Or.) on WEDNESDAY, the 7th August, at 3 P.M. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON. General Agent,

SHEWAN. TOMES & CO. Hongkong, Slat July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

YIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS PROM HONGKONG. About 7th Aug. ·HUDSON' ... About 15th Aug. "HEATHBURN" JUPURER"....... MOGUL"
RURDISTAN" "MOGUL"

SATSUMA". For Freight and further information, apply to DODWELL & CO., LD.

Agents. Hougkong, 24th July, 1901,

THE OSAKA SHOSEN KAISHA,

FOR ANPING (VIA SWATOW AND Company's Steamship

"MAIDZURU MARU," Captain K. Sudanki, will be despatched for the above ports on WEDNESDAY, the 7th August.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA. Agents Hongkong, 25th July, 1901.

THE OSAKA SHOSEN KAISHA LIMITED

FOR FOOCHOW VIA SWATOW AND HE Company's Steamship

"ANPING MARU," Captain S. Atsumi. will be despatched for the above ports on WEDNESDAY, the 14th August at DAYLIGHT. For Freight or Passage, apply to THE MITSUL BUSSAN KAISHA.

Hongkong, Blat July, 1901 FOR NEW YORK.

HE 3/3 A.I.I. American ship

Hongkong, 2nd July, 1901.

"I. F. OHAPMAN" shortly expected here from KORE, will load for the above port, and will have quick despatch. despatched about the middle of September. For Freight, apply to ARNHOLD, KABBERG & CO.

VESSELS ON THE BEATH.

S. MAIL LINES.

OCCIDENTAL & ORIENTAL S.S. CO. PACIFIC MAIL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN. THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. "CHINA" - TUESDAY, 6th Aug., at Noon. DORIC"..... THURSDAY, 15th Aug., at Noon. PERU" SATURDAY, 31st Aug., at Noon. COPTIC" TUESDAY, 10th Sept., at Noon. CITY, OF PEKING" TUESDAY, 24th Sept. \ NOON.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRAN-CISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKO-HAMA and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan,

GAELIC"..... WEDNESDAY, 2nd Oct., at Noon.

the United States and Europe. -. Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer; and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of the Overland. Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL

PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of Lik in addition to the regular tariff rate. Passengers holding orders for OVERLAND CITIES in United States have between

San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC. DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the the Naval and Military Services, and to Consular and Diplomatic of Calls of Governments of China and Japan.

RETURN PASSAGE .- Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten percent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, or Overland Railway, to 'Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold

or over) destined to points beyond Sin Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for Cargo or Purcel (each shipment) when the value is

less than \$100 U.S. gold. For further information as to Passage and Freight, apply to the Agency of the Companies, land, France, and Germany by all trans-Atlantic Queen's Building.

ECKLEY ACTING AGENT.

Hongkong, 24th July, 1901.

NAVIGAZIONE GENERALEITALIANA (FLORIO AND RUBATTING UNITED COMPANIES).

CANADIAN PACIFIC RAILWAY on payment of STEAM FOR BOMBAY VIA SINGA-PORE AND PENANG.

Having connection with Company's Mail Steamers to Aden. Suez, Port Said, Messina. NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERBANEAN, ADRIA-TIC, LEVANTINE and SOUTH AMERICAN

PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN at NOON, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship Missionaries, members of the Naval, Military,

" BORMIDA," Captain D. Costa, will be despatched as above officials in service of China and Japan, and to on TUESDAY, the 13th August, at Noon. At Bombay the steamer is discharging in, Victoria Dock. For further particulars regarding Freight

and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st July, 1901.

STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE having Established a regular service of steamers RAILROAD CO. PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO. VIA INLAND SEA OF JAPAN AND HONOLULU. For further information as to passage and TAKING CARGO AND PASSENGERS Freight, apply to the Agency of the Company,

TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH

AMERICA, &c.

THE Steamship "STRATHGYLE" will 1 be despatched for SAN DIEGO and SAN YRANCISCO VIA MOJI, KOBE and YOKOHAMA on or about 15th September. Through Bills of Lading issued to any point

in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany Cargo des-

tined to points beyond San Diego, should b cent to the Company's Office, addressed to the Collector of Customs, San Diego. For further information as to Fraght or Passage, apply to

BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 16th July, 1901.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

ready for delivery from Craft or Godown on FOR SYDNEY AND MELBOURNE. (Calling at Port DARWIN- and QUEENS LAND PORTS, and taking through Cargo to Adriaide, New Zealand; TARMANIA, &c.)

HE Steamship

"GUTHRIE," Captain McArthur, will be despatched for the above ports on THURSDAY, the 15th August,

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provirions, Ice. &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A Stewarders and a duly qualified Surgeon N.B.—Return Tickets issued by this Company to and from Australia are available for

return by the steamers of the China Navigation Company and vice versa. For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Hongkong, 29th July, 1901.

CALIFORNIA AND ORIENTAL TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVI. GATION COMPANY, LIMITED, from Seattle (Puget Sound) to Japan, China and the Philippines, in

conjuction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVI-GATION CO.'s OFFICES, New YORK; To the Agents of the Company at Japan, China, Philippines and Straits; S.S. "STRATHGYLE" On or about 15th Sept. FRANK WATERHOUSE & CO., General

Western Agents, SEATTLE; or to the East, SHANGHAL. JARDINE, MATHESON & CO.,

Agents. Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS. in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Inno-CHINA STIAM NAVIGATION Co.'s fortnightly service bence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every formight.

DODWELL & CO. LIMITED. General Agents for China and Jarun. Hongkong, 4th August, 1837.

For Freight and further particulars,

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SINGAPORE, BATAVIA COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE

N SATURDAY, the 10th August, 1901 at 6 P.M., the Company's Steamship "ERIDAN," Captain Ristorcelli, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON. This steamer will tranship her Passengers

and Cargo at Saigon to the s.s. Sinai for MARSEILLES via BOMBAY. The above steamer connects at COLOMBO with the s.s. Ville de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port on the 24th August direct to Suez,

Port Said and Marseilles. don as well as for Marseilles, and accepted in transit through Marseilles for the principal no claims will be recognised. places of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 3 P.M.,

Specie and Parcels until 3-P.M. on the 10th August. (Parcels are not to be sont on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 31st July, 1901. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY:

STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT, -MEDITERRANEAN PORTS,-PLYMOUTH AND LONDON THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN

THE Steamship

"COROMANDEL," Captain F. W. Vibort, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 17th August, at Noon, taking passengers and

PORTS.

cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading, For further particulars, apply to

Superintendent: Hongkong, 5th August, 1901.

FOR NEW YORK.

FIHE 3/3 A II American Ship.

"MANUEL LLAGUNO" will load during September and October. sailing about 25th October.

For Freight, apply to SHEWAN. TOMES & CO.

Hongkong, 11th July, 1961. NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,

CONSIGNEES per Company's Steamer

"TANTALUS' are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowleon Wharf and Godown Company, Ld.; in both cases it will lie at Consignees' risk. The Cargo will be

and after the 6th instant. Optional Cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be

examined at 11 A.M. on the 13th instant. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Agents. Hongkong, 2nd August, 1901.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

ONSIGNEES of Cargo are hereby in Primrose Cases ... \$5.65 formed that all Goods are being landed at Peramoid Cases ... 6.25 their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 9th August, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the

9th August, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th August, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents. Hongkong, 30th July, 1901.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship

"LIGHTNING." GEO. SUTHERLAND, General Agent for having arrived from the above ports, Consignee of Cargo are hereby informed that their Good will be delivered from alongside.

Cargo impeding the discharge will be landed Cargo remaining on board after 2 P.M., on the 3rd inst. will be landed at Consignees risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company,

Consignees of Cargo from SINGAPORE and PENANG are requested to take IM-MEDIATE delivery of their Goods from alongside: such Cargo impeding the discharge of the versel will be landed and stored at Consiguous risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by -DAVID SASSOON, SONS & CO.,

Hougkong, 1st August, 1901.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

"MASSILLA," FROM LONDON, PORT SAID, SUEZ COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. The Vessel brings on Cargo:

From London, &c., ex s.s. Victoria. Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, 2nd inst.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage ob-Cargo and Specie will be registered for Lon- tained from the Godown Company within ten days after the vessel's arrival here, after which H. A. RITCHIE,

Superintendent. Hongkong, 2nd August, 1901.

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "BENVENUE."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th August will be

subject to rent. All claims against the Steamer must be presented to the Undersigned on or before the Bist August, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB. LIVINGSTON & CO. Agents.

Hongkong, 30th July, 1901. STEAMSHIP "OCEANIEN. COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE TO CONSIGNEES.

ONSIGNEES of Cargo from London. ex s.s. Cambodge, from Bordeaux, ex s.s. Ville de Constanti and Ville de Lorient, from Havre, ex s.s. Cambodge, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained

immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY (MONDAY), the 29th inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after

MONDAY, the 5th August, at Noon, win be subject to rent and landing charges. All claims must be sent in to me on or before the 5th August, or they will not be recognised. All damaged packages will be examined en MONDAY, the 5th August, at 3-P.M. No Fire Insurance has been effected.

P. DE CHAMPMORIN. Acting Agent. Hongkong, 29th July, 1901.

INTIMATIONS

FOR SALE. COUNTER 24 feet by 4 feet 6 inches with Teakwood Two-Shelf Stand on

Top and Shelving below. Apply to -W. BREWER & CO.,

Queen's Road. Hongkong, 13th July, 1901.

CARTRIDGES. NOBEL'S SPORTING BALLISTICE. Absolutely Smokeless and Water-resisting

THE BEST NITEO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:-Loaded with With Powder Powder only. and 1 oz of Shot.

| Ejector Brass Cases. 6.90 5 per cent. discount on orders of 1,000 and over. Apply to WM. SCHMIDT & CO.

Gunmakers. Hengkout. Hongkong, 27th July, 1897.

J. B. WHITE L. BROS SOLE AGENTS FOR CHINA.

HOLLIDAY, WISE & CO. Hongkong, 16th, September, 1899, COLD STORAGE. THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable provisions for Cold Storage at East Point at Moderate Rates. WM. PARLANE

Hengkonz, 17th February, 1899.

THE NEED MUNICIPAL FREEDOM

HONGKONG.

"SCRUTATOR." With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG

DAILY PRESS" and "CHINA MAIL." Price 20 Cents per Copy or Six Copies for \$1. On Sale at Localy Newsagents and H.

RUTTONIER'S Kowloon Store. [1959 | Hongkeng, 30th Mar, 1901.

JOINT STOCK SHARES.

LOXPANT

Hongkong, 3rd August.

3021 p.ct. prom

8		
POST OFFICE	E NOTICES.	
The Prinzess Ireas, with the German Mail of the ult., at 6 p.m., and may be expected here to-day. The Doric, with the American slaid of the 9th undaylight, and may be expected here to-morrow.	e 8th ult., left Sings lt., left Yokohama	on Monday, the 29th ult., at
MAILS WI	LL CLOSE.	
FOX	PEE	Monday, 5th, 9.00 A.M.
PIGIONI	Holstein	Monday, 5th, 9.00 A.M.
Haiphong	Feiching	Monday, 5th, 9.00 A.M. Monday, 5th, 9.00 A.M.
Contor	Fatshan	Monday, 5th, 9.00 A.M.
Chimbrianis and Wilhill	Quaria	Monday, 5th, 9.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victor.a, B.C., and Senttle	Tosa Maru	Monday, 5th, 9.00 A.M. Monday, 5th, 9.00 A.M.
Saigon	Petrarch	Tuesday, 6th, 10.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, }	Tacoma	Tuesday, 6th, 10.00 A.M.
B.C., and Tacoma Nagasaki and Kobe	•	Tuesday, 6th, 10.00 A.M.
		Tuesday, 6th. Registration10.00 A.M.
AMOY, SHANGHAI, NAGASAKI, KOBE, YOKO-		(Registration, with late
(Supplementary mail on board up to the time > fixed for departure of the mail. Extra	China	fee of 10 cents, up to 10.45 A.M.)
Postage 10 cents)		Papers 10.30 A.M. Letters 11.00 A.M.
Manila	Melpomene	Tuesday, 6th, 2.00 P.M.
Singapore	Devalien	Tuesday, 6th, 3.00 P.M. Wednesday, 7th,
SHANGHAI, NAGASAKI, KOBE, YOHOHAMA, VICTORIA and VANCOUVER, B.C.		Registration, 10.00 A.M.
(Sumplementary mail on board up to the)	Empress of China	(Registration, with late fee of 10 cents, up to
time fixed for departure of the mail. Ex-		10.45 A.M.) Letters11.00 A.M.
Singapore, Penang and Calcutta	Lightning	Wednesday, 7th, 2.00 P.M.
Foochow and Shanghai	Whampoa	Wednesday, 7th, 4.00 P.M. Thursday, 8th,
		Registration 10.00 A.M.
(Late Letters 11.10 to 11.39 A.M. Extra Postage 10 cents)	Stutigart	(Registration, with late fee of 10 cents, up to 10.45 A.M.)
	·	Leters 11.00 A.M.
San Francisco via Mororan	Flinishire	Thursday, 8th, 3.00 P.M. Thursday, 8th, 4.00 P.M.
Kobe and Moji		Friday, 9th, 4.00 P.M.
		Saturday, 10th, Circulars 1.30 P.M.
EUROPE, &c., India via Tuticoria)		Registration 3.30 P.M. (Registration with late
(Late Letters 4.40 to 5.00 A.M. Extra)	Eridan	fee of 10 cents, up to
Postage 10 cents.)		4.15 P.M.) Papers 4.00 P.M.
		Letters 4.30 P.M.
Singapore, Penang and Bombay	Bormida	Tuesday, 13th, 11.00 A.M. Saturday, 17th,
EWROPE, &c., India via Tuticorin		Circulars 8.00 A.M. Registration 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra 19 Postage 10 cents.)	Coromandel	(Registration, with late
(Supplementary mail on board up to the	Coromanuee	fee of 10 cents, up to 10.45 A.M.)
time fixed for departure of the mail.		Papers 10.30 A.M.
		Letters11.00 A.M.
TO-DAY. Variety Performance, City Hall, 9 p.m.	The C.P.R. st	canadian mail. comer <i>Empress of India</i> , left
TO-MORROW -	Vancouver on the	30th ult., p.m., for Hongkong
Meeting of the Shareholders of Hongkong, Canton & Mucau Steamboat Company, Limited,	MER	CHANT BTEAMERS.
No. 18, Bank Buildings, Queen's Road Central,	left Singapore for	nmer <i>Sibiria</i> , from Hamburg, r this port on the 30th ult., and
noon. Sale, Furniture, "Craigengower," Çaine Road,	mny be expected	here on or about the 4th inst.
Mr. Geo. P. Lammert, 2.30 p.m. Sale, Launch, Douglas S.S. Co.'s Wharf,	and Liverpool, k	mer Yangtsze, from Glasgow aft Singapere for this port on
Masses, Hughes & Hough, 3 p.m.	the 30th ult., an	id may be expected here on or
Sale, Crown Lands, Public Works Department, 3 p.m.	The N.G.I. at	eamer <i>Bormida</i> left Singapore
	for this port on expected here on	the 30th ult., and may be or about the 5th inst.
COMMERCIAL.	The E. & A.	steamer Eastern, from Sydney,
CLOSING QUOTATIONS:	The N.Y.K. st	teumer Sado Maru (European
0_3 44	Line) left Kobe	via Moji for this port on the

	Time, for Trope and Trope and Free
3rd August.	31st ult., and is expected to arrive here on the
n London	7th inst.
Tolographic Transfer	The N.Y.K. steamer Milke Mara (Bombay
Bank Bills, on demand	Line) left Bombay via Singapore for this port
Bank Bills, at 30 days sight1/111	on the 20th ult., and is expected to arrive here
Bank Bills, at 4 months' sight1/11,7	on the 9th inst.
Credits, at 4 months' sight	The N.Y.K. steamer Kamakura Maru (Ameri-
Documentary Bills, 4 months' sight 1/11	can Line) left Kobe via Shanghai for this port
	on the 2nd inst., and is expected to arrive here
N Paris.— Bank Bills, on demand	on the 10th inst.
BANK Dills, on definite the State of AR1	
Credits, at 4 months' sight2.461	The P. & O. steamer Mazagon left Bombay
m Germany.—	for this port on the 24th ult.
On demand1.97	The P. & O. steamer Pekin left Bombay for
N NEW YORK.—	this port on the 27th ult.
Bank Bills, on demand47	The P. & O. steamer Nankin left Bombay
Credits, 60 days sight473	for this port on the 1st inst.
w Royre C-	The steamer Richmond Castle sailed from
Telegraphic Transfer145	New York on the 24th ult. for Straits, Hong-
Bank, on demand1452	kong. China and Japan.
W. CALCUTTA.—	The N.P. steamer Braemar left Tacoma on
Telegraphic Transfer145	the 17th ult. for Yokohama and Hongkong.
Bank, on demand1453	The C.P.R. steamer Athenian left Varcouver
W CITANAMAT	on the 24th nlt., n.m. for Hongkong vio

Bank Bills, on demand47	The P. & O. steamer Nankin left Bombay
Credits, 60 days' sight473	for this port on the 1st inst.
ON BOMBAC.	The steamer Richmond Castle sailed from
Telegraphic Transfer145	New York on the 24th ult. for Straits, Hong-
Bank, on demand	kong, China and Japan.
ON CALCUTTA.	The N.P. steamer Braemar left Tacoma on
Telegraphic Transfer	the 17th ult. for Yokohama and Hongkong.
Bank, on demand	The C.P.R. steamer Athenian left Vancouver
Carried Constitution	on the 24th ult., p.m. for Hongkong via
ON SHANGHAL.— Bank, at sight	Japanese ports and Shanghai.
Private 30 days sight	The C. and O. steamer Carlisle City left San
Tational or will and	
ON YOKOHAMA	Diego on the 1st inst. for Hongkong via Japan
On demand	and Vladivostock.
On Manila.	
On demand 3 p.c. pm.	STEAMERS PASSED THE CANAL.
On Sengapore.—	OUTWARD.—25th June.—Mogul, Neckar, Silvia.
On demand p.c. pm.	2nd July.—Cocle, China, Salfordi. 9th July.
ON BATAVIA.	-Glenfarg, Glenturret, Spilhead, Tucuman,
On demand	Sibiria, Pisa, Warrior. 12th July Idome-
On Haiphong:	neus, Strathord, Yangteze, Yarra. 16th July.
On demand	-Shinano Maru, Prinzess Irene, Satuma,
ON SAIGON:-	19th July.—St. Andrews, Andalusia, Rein,
On demand	Sanuki Maru, Stynenten 23rd July.—Gera.
On BANGKOK:-	Benvoirlich. 26th July.—Ajax. 30th July.—
On demand	Glenartney, Formosa, Palatia, Rhein, Beiria,
Sovereions, Bank's Buying Rate\$10.25	Wittenkind. 2nd AugHakata Maru,
Gold Leaf, 100 fine, per tael \$53.25	Triesie, Kitai, Tydeus.
BAR SILVER, per oz	HOMEWARD. 23rd July -Arcadia, Sachson,
DAR DIGITAL, POL DE TENTE	Socotra, 26th July Wittenberg, 30th July.
OPIUM.	-Hitachi Maru, Machaon, Prinz Heinrich.
31st July.	Hillglen. 2nd Aug Indus, Japan, Achilles.
O 1 DV U ILI 1	1 . Trendinger mare restly Times also by the reconcept.

•	OA PO.	111.			
				31st July.	
Quotations are:-	- Alle	W'C	e net.	to I catty.	
Malwa New	.\$850	to	\$840	per picul.	
Malwa Old	:\$860		\$870	. 37	٠.
Malwa Older	.\$880	to	\$899	11	
P. P'per-wrapped	. \$515	to		91 2	- Q
Persian fine quality	18880	. '	-	an .	
Persian extra fine.		to.		n	
Datna New	29423	to	-	per chest.	
Patna Old	. \$ 965	_ to	<u> </u>	. 1)	
Benares New	\$9274	to		17	11.
Benares Old	.,\$940	to		н	
The second liver with	فبسور والمستحرب والأراك الأنا				

VESSELS EXPECTED.

THE GERMAN MAILS. The Imperial German mail steamer Prinzess Irene, carrying the German mails with dates from Berlin of the 8th ult., left Singapore on the 31st ult., at 6 p.m., and may be expected here to-day, at daylight.

The Imperial German mail steamer Stuttgart left Kobe via Nagasaki, Shanghai and Foochow on the 28th ult., p.m., and may be expected here on or about the 7th inst. THE AMERICAN MAILS.

The O. & O. steamer Doric, with mails, &c., from San Francisco to the 9th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 29th ult., a.m. via Inland Sea, Kobe, Nagasaki and Shanghai.

The T. K. K. steamer Nippon Maru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Bea, Kobe, Nagasaki and Shanghai, on the 17th ult.

THE INDIAN MAIL. The Indo-China steamer Kumsang, from Calcutta and the Straits, left Singapore for this port on the 2nd irst, at 4 p.m.

SHED GIL" HE	집 없는 그 가지 않아 많아!
	Hongkong & S'ha
3001	China & Japan, ordy.
HOUB.	Do., deferred
9.00 A.M.	Natl. Bank of China
	A Shares
9.00 A.M.	B. Shares
9,00 л.м.	Foun. Shares
9.00 A.M.	Bell's Asbestos E. A
9,00 ▲.м.	Campbell, Moore & Co.
9.00 A.M.	China-Borneo Co., Ld.
0.00	China hight and
, 9.00 д.м.	Power Co., Ld
, 9.00 a.m. 10.00 a.m.	China Prov. L. & M Uhine Sugar
10 00 A.M.	thin. Sugar
	Cigar Companies
, 10.00 A.M.	Ali.ambra, Ld
	Philippine Tobacco
, 10.00 л.м.	Trust Co., Ld
	Cotton Mills-
10.00 A.M.	Ewo
, with late	International
ents, up to	Laou Kung Mow
· -	Soychee
, 10.30 а.м.	Yahloong
. 11.00 A.M.	
1, 2.00 P.M.	Hongkong
, 3.00 р.м.	Dairy Farm
• .	Green Island Coment.
th,	(Arcon Island Contone.
10.00 A.M.	H. & C. Bakery
with late	Hongkong & C. Gas
sents, up to	Hongkong Electric
	H. H. L. Tramways
11.00 а.м.	Lie Marine William
h, 2.00 г.м.	Hk. Steam Water-
h, 4.00 г.м.	
h.	Hongkong Hotel
10.00 а.м.	Hongkong Ico H. & K. Wharf & G
, with late	
ents, up to	Hongkong Rope H. & W. Dock
WILLIAM THE CO.	
., 11.00 д.м.	Insurance-
	Canton
1, 3.00 P.M.	China Fire
i, 4.00 р.м.	China Traders'
h, 4.00 P.M.	Hongkong Fire
h,	North China
1.30 р.м.	Straits
3.30 р.м.	Union
with late	Yangtsze
cents, up to	Land and Building-
ocato, ar	Hongkong Land Inv.
4.00 р.м.	Humphreys Estate
7.00 F.M. 4 2/1 B w	Kowleon Land & B.
4.30 P.M.	West Point Building
h, 11.00 a.m.	
. b , .	Manila Invest. Co., Ld.
.,, 8.00 а.м.	1
.,,10.00 л.м.	Charbonnages
with late	Jelebu
cents, up to	Queen's Mines, Ld
. •	Citizens Brings A

<u></u>	Papers Letters	10.30 A.M.	-
he O.P.R. st couver on the	30th uit., p.n	AIL. ess of India, left a., for Hongkong	No Or R
the usual port	s of call.		St
MER	CHANT BTEA	mers.	***
Singapore for	this port on	, from Hamburg, the 30th ult., and out the 4th inst.	

📭 | V'diyostock | 2 p

ta Maru, -Sachsen . 30th July.

PASSENGERS. DEPARTED.

Per Massilia, for Shanghai, from Hongkong; Capt. W. Maissel, Mr. and Mrs. Dunbar, Col. Sergt. Maltas, Messrs. J. Younger, G. C. Rodden, S. G. Vietto, L. Schinz, A. Blass, and H. S. Meggit; from Colombo, Lieut. Hulke, Messrs. G. K. Mitchell and I. Tuxford; from Gutzlaff London, Lieut. Farmer.

NIEW MUSICAL PUBLICATIONS MAESTRO A. CATTANEO.

GRAND MASS (with Organ Acept). No. 1 ALBUM (3 Songs, English & Italian) No. 2 ALBUM (3 Songs). The 'LILY' Waltz and 'ELIZA' Waltz. NEW FEATURE:-

Pocket Edition of Pinnoforto-Music :- including March dedicated to Hongkong Volunteers and Polka to Peak Residents. To be had of all Music Dealers. [1078-2 R. J. REMEDIOS.

const this morning at 9 o'clock, just to the North of Fouchew.
Strong cyclonic winds and gales are blowing along the China coast between Shanghal and Hongkong, and strong SW winds in the N part of the China Sea. Forecast:—strong SW winds squally, probably some rain. MOREIGN AND COLONIAL STAMP DEALER No. 37, CAINE ROAD, HONGEONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory refer-

AGENTS WANTED.

MESHRS. FALCONER & Co.'s REGISTER, 3rd Aug. Barometer 9a.m. .. 29.45 Therm. 9a.m. (Wet bulb) 81 Barometer 1P.M ... 29.42 Therm, 1 p.K. (Wet bulb)92 Is also prepared to purchase used Postage Barometer 42. M., Therm. 42.M. (Wet bulb)-STAMPS in Large or Small Quantities for Cash. Thermom. Da.M ... 89 Therm. Maximum...... Thermom. IP.M ... 82 Therm. Maximum over

On the 2rd at 11.10 a,m. The typhoen centre entered the

28.68

29.22

VISITORS AT HOTELS HONGKONG HOTEL. Mr. & Mrs. F. Kione Mrs. Angus Mr. J. Kirkwood Mr. H. Arnold Mr. N. Lazarus Mrs. Apear Mr. Lebron Mr. G. M. Leichman Mr. J. D. Auld Majort R. P. Litledale, R.E. Mr. W. S. Bailey

Mr. & Mrs. W. M. Long Mr. D. Macdonald Mr. J. McWilliams

Mr. Marlow Mr. Michael

Mr. H. Monin

Mr. M. Oka Mr. W. Parfitt

Mr. Pascual

Mr. M. Pirion

Mr. C. Piry Mr. S. D. Piry Mr. A. J. Pitcher

Mr. C. Schouw

Lieut. W. A. Quennell Dr. L. R. Reel Mr. A. Reid Mr. W. R. Bebertson

Mr. D. Sedemayer Mr. P. W. Sergeant

Mr. R. G. Smithere.

Mr. G. R. Stevens Mr. D. G. Taylor Mr. Harry Thomas

Mr. H. M. Tibbey Mr. W. E. Vaughan

Mr. G. H. Wakeman

Mr. W. J. G. Whiley

Mrs. W. Whiley

Dr. & Mrs. J. C. Thomson

Mr. and Mrs. Frank W.

Lieut. & Mrs. Bagnall

Mr. & Mrs. A. A. Wil-

Mrs. J. Williamson and

Mr. T. E. Woodward

Mr. J. J. Woollen

Mr. & Mrs. Miller

Miss Paterson Mr. John Pitt; R.N.

Hon, H. E. Pollock

Capt. Prynne, R.A.M.C. Mrs. Prynne

Mr. W. A. Rublee, U.S.

Mrs. W. A. Rubleo and

Hon. R. Murray Rum-

Mr. Edward Shellim

Mr. M. Oustinoff

Consul

child

say, R.N. Mrs. Sawor

Mr. A. Sinchir

Mr. T. J. Smith

Mr. A. G. Stokes

Mr. J. S. Thomson

Mr. H. B. Wneeder

Mr. W. T. Wilgress

Mr. J. Whiting

Wright

Mr. W. Helms

Mrs. Langlands

Consul Volpicelli

Mr. J. Pender.

R.A.M.C.

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Mrs. W. Wilson & child-

Mr. & Mrs. H. Taylor

Mr. J. J. B. Heemskerk

Sisters, Govt. Civil Hos-

Mr. & Mrs. F. H. Yeats

Mr. W. J. F. Wright

PEAK HOTEL.

liamson and child

\$125 ==\$313.621, Bel. L'don £01.15s. £4 15s., sales Mr. F. U. A. Beringer. £1 £5.54. Mr. J. Black Dr. F. H. Bowers Mr. J. Brown Mr. W. H. Brown Major W. R. Browne, £3 \$23, buyers £8 \$28, buyers £1 \$15, seilers **41** \$1.10. \$10 \$20, buyers Mr. & Mrs. Bruce \$15 \$38, sellers Mr. Busintow Mr. D. H. Cameron \$20. \$20, nominal \$10 \$01, sellers

Capt, Innes

Mr. & Mrs. E. Johanson

Mr. & Mrs. E. S. Josep.

Mr. & Mrs. L. Judell

Mr. E. A. Katsch

Mr. James Boattio

Mr. S. S. Benjamin

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Lieut. Col. Hugnes

Mr. H. N. Jeffries

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Mr. James Anderson

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Mr. & Mrs. A. Denison

Brown

Dr. K. Lang

Mr. J. E. Lee

Mr. B. Martin

Mrs. W. C. Jack & family

Mr. & Mrs. H. W. Fraser

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Rev. S. Gleboff

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Mr. R. M. Ezekiel

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Col. L. F. Brown, R.E.

Mr. A. Kiene

Dr. F. Clarke
Mr. G. E. Cole
Mr. J. S. Colson
Mrs. Davies and child
Mr. P. C. Denroche
Mr. D. M. Devilbiss
Mr. G. M Discombe
Major Darehill, R. All \$100 \$146, sales \$500 \$1,500, sellers \$50 \$50, sellers Tls. 100 Tls. 421, seilers Capt. P. S. Dyson Mr. T. E Evans Mr. & Mrs. Fornald Tis. 100 Tis. 55, sellers Tis. 100 Tis. 40, sellers Tis. 500 Tis. 300, sellers Mr. Fischer Tls. 100 Tis. 15, sellers Mr. A. D. Gibb \$100 Sidj, sales & byer Mr. Kennedy Gibson Mr. C. Glover Miss Godchaux Mr. & Mrs. J. Godchaux

\$6 \$5, buyers \$45 |555, sellers \$10 |\$21\frac{1}{2}, buyers 350 **3**50. Mr. John Grant Miss H. Groves Col. A. J. O'Hara Bakery £10 \$140, buyers ng & C. Gas ... \$10 \$121, buyers \$5 St, buyers Mr. P. Harding Tramwaya ... Mr. Harold Mr. H. F. Henningson \$7 | \$8, buyers Mr. Thos. Howard \$50 \$130, sales & sell. Mr. W. Kerfoot Hughes \$25 \$151, exdiv. b yers Mr. A. N. Huke

nominal

56, sellers

\$62 \$24, buyers

\$62, sellers

£5 £7.

\$50 **\$**64, sellers

\$15 |535, sales

£10 \$140, sellers

£1 £2.12.6, buyers

\$24, buyers

\$50 \\$100. Wharf & G ... 550 \$1724, sellers ng Kope..... **3305.** • Dock 66---\$50 \$180, sellers \$20 \$81. Traders' \$25 \$60, sellers \$50 SJ45, sellers kong. Fire £25 Tls. 175, sales China \$20 nominal \$50 **\$340**, sellers \$UU |\$125.

nd Building-\$100 \\$192, exdiv. b yers kong Land Int phreys Estate. loon Land & E \$10 \$13, sellers **\$30 \$30.** Point Building \$50 \$51, ox div. sellers \$100 \$36, sellers Invest. Co., Ld. \$50 \$50, sellers|Fos.250 |\$325. \$5 \$4, buyors n's Mines, Ld... 25c. A conte, sales nominal

Olivers Mines, A. Do. Punjom Do. Preference 13/10 **|5**12**}, bu**yers New Amoy Dock Oriente Hotel, Manila Robinson Piano Co.,Ld. \$50 | \$65, sellers \$50 \$60, nominal teamship Coys.— China and Manila, China Mutual Pref. £10 £12.

China Ordinary Douglas Steamship H., Canton and M., Indo-China S. N. .. ShellTransport and Trading Co..... Star Ferry Tebrau Planting Co... United Asbestos

\$10 } | \$9, buyers Do. Universal Trading Wanchai Warehouse ... Watson & Co., A. S.... W. Powell a Co., Ld.

STATION.

Nagaraki ...

Taichu

Koshun

Swatow.....

Uap Rock ..

Mainte

Bacolod

iloilo

U.S. James

Nagasiki

Taiboku

Taichu

Koshun

Pescadores

Sharp Peak

Victia Peak

Gap Rock ...

Bacolod

floile.

Amoy

Swatow

Hongkong... 10 a.

Haiphong ... 7 a. Macae

Malate 9 a.

C. S. James 7 a.

Ÿ'divostock ₁ 7 a.

Tainan -

Amoy

Canton

Taiheku 1 p

THE WEATHER.

CHINA COAST METEOROLOGICAL

REGISTER, 2nd AUGUST, P.M.

Mr. G. H. Edwards \$5 St. sellers Capt. J. Farrow \$4 \$101, ex div.sellera Mr. & Mrs. G. Grimble \$10 |315, exdiv. sellers \$20 \$10}, buyers Mr. & Mrs. J. d'Azevedo Miss A. E. McEvoy Mr. & Mrs. C. B. But- Mr. H. A. Marques \$374 nominal trick \$10 \$16, sellers \$10 \$10 nominal VERNON & SMYTH, Brokera,

er :

NW S

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58 wsw 2 o

8W 2

W 2

80 78 88W 10 qr 86 96 8W 7 oq

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29.46 93 - wsw 6 -

29.44 - - wsw 2 c

29.76 84 77 8 1 c

29.87 86 -- sw 2 b

- | - | saw | 1 | c

- s 1 b

- i sw 3 c

92

29,49 91

Miss B. M. Gertsch Major J. J. C. Watson Mr. & Mrs. T. W. Hind-Mrs. J. J. C. Watson WAVEBLEY HOTEL. Mr. R. Hachfold Mr. A. Blass Mrs. Bowker and two Miss C. Linw od Miss E. Linwood chitdren Dr. Macleod Mr. Carl Clausen Mr. N. K. Davidson Miss V. Rosser Mr. W. A. Davis Mr. N. S. P. Triming Mr. L. H. Drakeford Miss P. Verne

Mr. J. F. Finlay Mrs. H. C. D. Frampton Miss E. Warde B.G.A. Mr. J. Lewis Crew

KOWLOON HOTEL. Capt. E. D. C. Cameron, Mr. Goo. H. Holden Mr. R. W. Laston Mrs. Musgrave Mr. & Mrs. J.S. Spear, Jr Capt. H. N. Holdon

at 10 a.m. գե 🛎 թ. 🕰 day 4 p.m. 29,43 23.43 Baromoter Direction of wind Hongkong Observatory, 4th August.

HONGKONG TIDE TABLE. 5th to the 11th August, 1901. LOW WATER. Mean Time. m 1250 — 1 5 68 8 24 0 7 1

AVID CORSAR & MERCHANT NAVY NAVY BOILED CANVAS LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO.,

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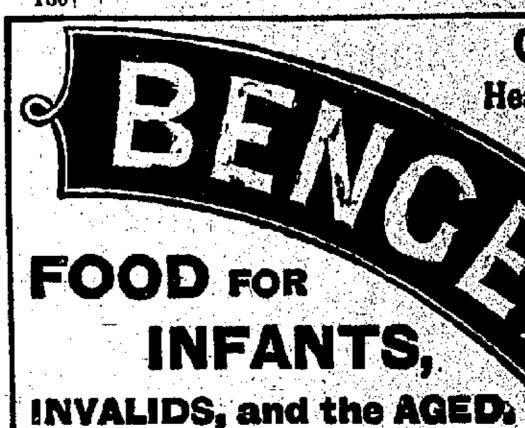
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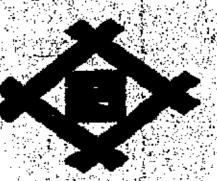
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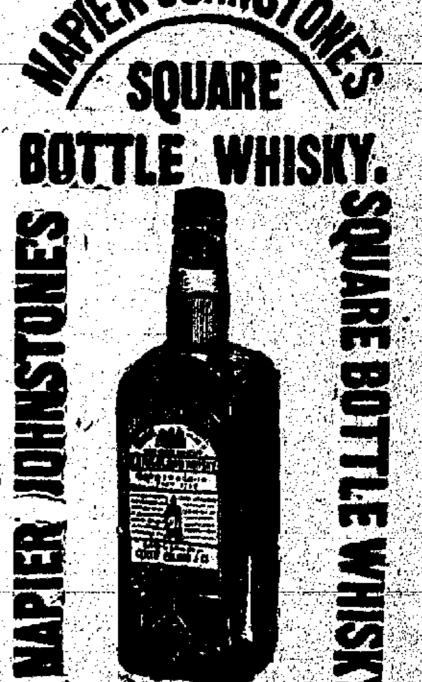
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